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Leslie's

ESTABLISHED IN 1855



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THE RETURN FROM THE CHASE

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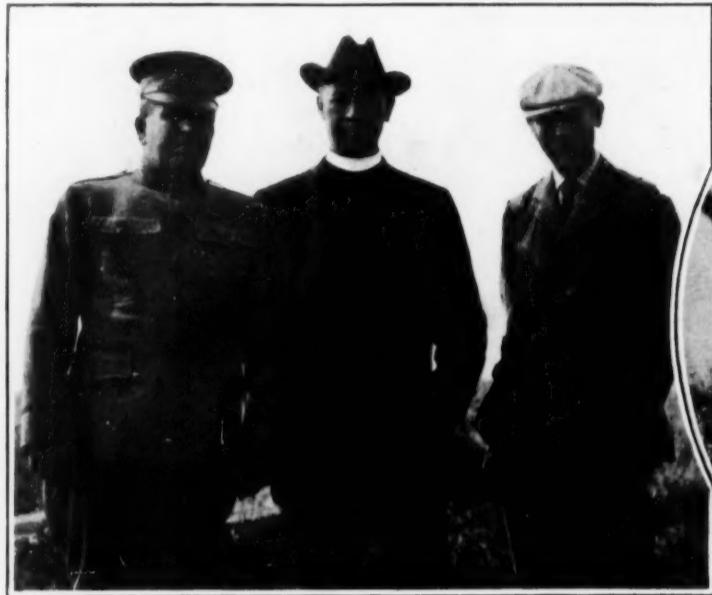
American Cities on the Bering Sea

By EDGAR ALLEN FORBES

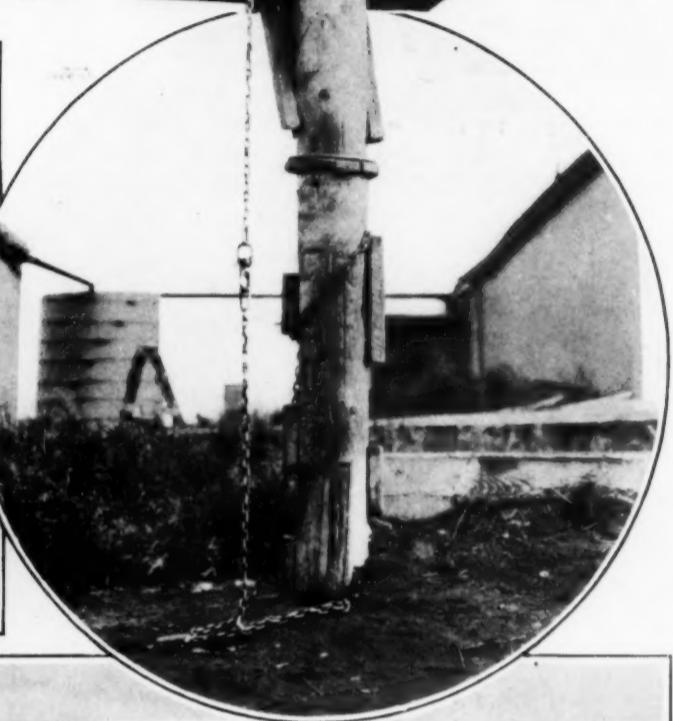
Unique photographs (ninth in the series) brought from St. Michael and Nome—the two northernmost American cities—by a member of *LESLIE'S* editorial staff, who has just returned from an 8,000-mile tour of Alaska and the Yukon. St. Michael is on the southern shore of Norton Sound, near the mouth of the Yukon River, and Nome, on the northern shore, is the city which was recently devastated by a great tidal wave. These are the two northernmost American cities, for Point Barrow (the town farthest north, on the Arctic Ocean,) is nothing more than an Eskimo village. The only places in the world farther north are some unimportant villages in Norway.

THREE BIG MEN OF THE NORTH

A group caught on the street in St. Michael. The officer on the left is the commander of the detachment of the Thirtieth Infantry, the regiment which garrisoned Alaskan posts. In the center is Bishop Rowe, of the Protestant Episcopal Church, who has spent his life in the North. On the right is Archdeacon Stuck, who recently climbed the highest peak of Mt. McKinley, which Dr. Cook claimed to have surmounted.



This bear is a landmark of St. Michael and has been taught to drink beer direct from the bottle!



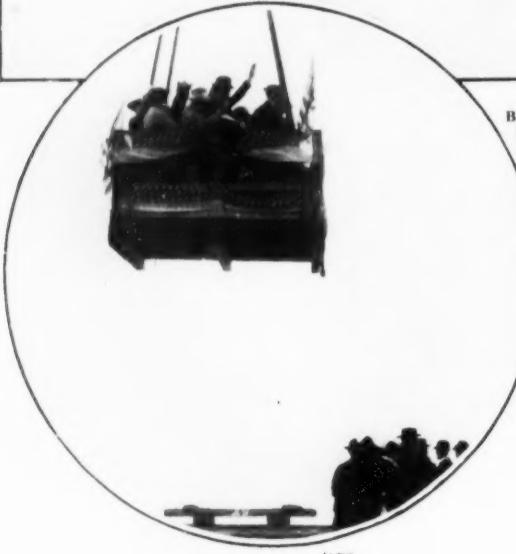
The army mule is unknown at Fort Davis, near Nome; the soldiers, as shown in this picture, use dogs for transporting supplies in winter

LORIN ROSE



A mid-winter parade of a company of the Thirtieth Infantry near Nome. The officers and men are in Arctic uniform and drilling on skis.

LORIN ROSE



LA VIE

ST. MICHAEL IN MID-WINTER

Both Nome and St. Michael are shut off from the sea in winter by the freezing of the Bering Sea. The mails then come by dog-teams overland from Seward, on the southern coast, a journey of about a month. St. Michael is one of the loneliest of all American towns from December to June, and not less lonely for the little infantry garrison. The photographs below are both from the wrecked city of Nome. On the left is a group of passengers from an incoming steamer, who are being carried ashore over an aerial tramway, for steamers cannot approach the landing-place on account of the shallow water. The aerial cable over which the car travels is about a mile long and the segment of it is supported by a concrete tower. This tower has not only withstood the ice-pressure in winter, but has also braved out the terrible storm which swept the water-front off the map.

On the right is the northernmost U. S. Life Saving station, which was located on the beach at Nome and was one of the first buildings to be swept away by the tidal wave. The photograph was made just as a group of Eskimos were passing in front of it.



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NEWSPAPER IN THE UNITED STATES

EDITED BY JOHN A. SLEICHER

"In God We Trust"

CXVII

Thursday, November 6, 1913

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The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

Every manuscript should bear the name and address of the author or sender, plainly on the manuscript, and not on a separate slip or in an accompanying letter.

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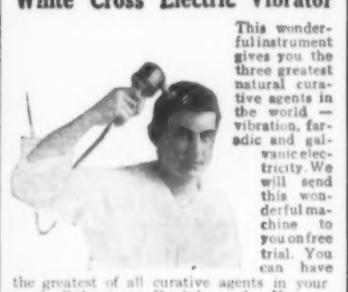
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The Camera's Record of Recent Events



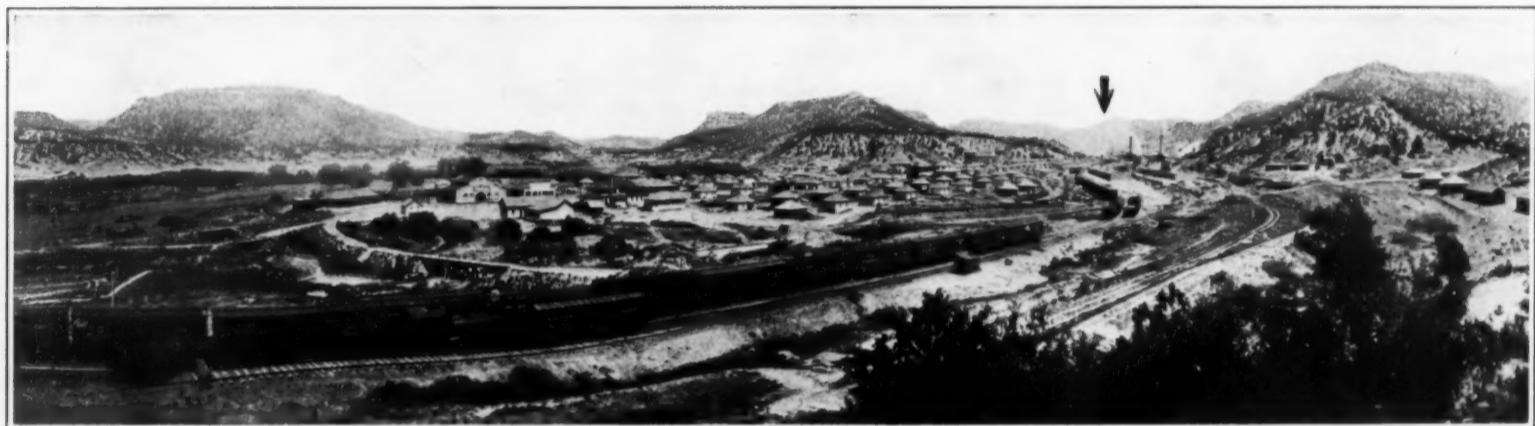
ONE OF THE MACHINE-GUN CREWS WHICH CAPTURED MONTEREY

A detachment of the Constitutional (rebel) army which boldly ran an armored train into the stronghold of Monterey, Mex., and took it on October 24th, on the eve of the farcical Presidential election. Capture was followed by looting and drunkenness on the part of camp-followers but the victorious General Carranza held his men with a firm hand and prevented atrocities.



A STORM CENTER IN MEXICO

General Felix Diaz, Huerta's chief rival for the Presidency, who was made virtually a prisoner upon his return from Cuba. He refused to return to Havana, as that would disqualify him for becoming President if elected. Afterwards he resigned from the army. The election proved a farce, less than 10,000 votes being cast in the Federal District out of a possible 80,000. The constitutional requirement that at least a third of the voters shall vote leaves Huerta in power, as was expected.



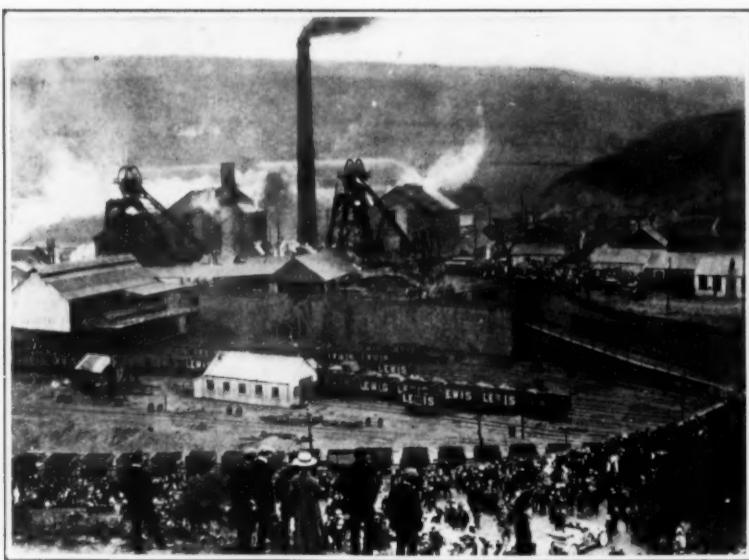
AWFUL COAL MINE DISASTER IN NEW MEXICO CAUSES A LOSS OF 232 LIVES

A general view of the mining district surrounding Dawson, N. M., where an explosion in the largest of its four mines caused a terrible loss of life from falling timbers and suffocation. This mine was regarded as a model in its equipment for preventing just such accidents as this. Aside from ordinary precautions, eight oxygen helmets were kept at the mine and an emergency force of 100 miners was being constantly drilled in rescue work; yet the disaster was so complete that only a few of the entombed men were rescued, and at least two of the rescuing party perished.



THE GRIEF STRICKEN TOWN OF DAWSON, N. M., WHERE THE GREAT DISASTER OCCURRED

Dawson is wholly a mining town and the homes were built by the Stag Canyon Fuel Company, which owns the mines. This company, which is controlled by Phelps Dodge & Company of New York, felt that they had provided against disasters which would bring wholesale grief to these homes, and the unfortunate outcome is heart-breaking to the management.



A WELSH COLLIERY WHERE NEARLY 400 MINERS WERE LOST

On October 14th, 935 miners were lowered as usual into this mine, which is eight miles from Cardiff. Two hours later a terrific explosion wrecked the mine. Quick rescue work brought up 498 men alive. Most of the others remained entombed in spite of the utmost efforts to save them. It is one of the most appalling disasters in the tragic history of coal mining.



WRECK IN WHICH 120 COAST ARTILLERY MEN WERE KILLED AND WOUNDED

Exclusive photograph made for Leslie's immediately after the wreck of a troop train at Bucatunna, Miss., carrying two companies of the coast artillery, on October 19th. The loss of 17 lives and the injury of 103 men are blamed upon the wooden coaches which made up the train.



Examples

PRECEDENTS govern the world because history repeats itself. So a good example lives, but it is not always followed as it should be. A bad example is forever a reminder to the thoughtful, but not always a warning to the heedless. The good stand out in a stronger light by contrast when the bad predominate, but it is the bad example that is most easily followed.

The crowd goes with the noise maker, just as the boat swings with the current. In the early days of the Republic, when officials were chosen by their fellow townsmen, at town meetings, solely because of fitness and capacity, a single breath of

suspicion was sufficient to scandalize a community and defeat a candidate. Graft was unknown, honesty was the watchword, and economy and efficiency the public policy.

In these days of municipal misrule, grafting, dishonesty and blackmail are so common that the multitude laughs at them. Only the thoughtful grieve. "They all do it!" is the cry, and all continue to do it. So municipal government becomes a shame and a disgrace. So much for a bad example.

The modesty of women has been the theme of the poet from the time when Solomon sung. Severity of dress and simplicity of demeanor marked the Puritan women. Beautiful in face, attractive in form, charming in figure, brilliant in intellect, the American woman lends herself especially to the alluring adornments of her sex. She has not been always a Quaker and a Puritan.

In our earlier days, American women in the social circles of the South and North knew that dress embellished their charms, and they knew how to dress. To-day the fashions of our women too often are the fashions of the French demimonde. The immodest styles of the chorus girls are the patterns for the swagger set. Modesty takes a back seat and the white slave traffic flourishes. So much for a bad example.

Old-fashioned things are giving way. We are living in the Twentieth century. It is a new age. We not only have new men, but new women and children. It is now seriously suggested by an eminent writer that we are to have a new sex—a sort of combination of man and woman. What an example!

The old-fashioned things are in the discard. Books by brilliant authors, the favorites in the libraries fifty years ago, are little read. The racing automobile, the noisy baseball field, and the leisurely pursuit of the golf balls on the links mark the Sabbath as a festival of recreation. Is it a good example?

The lecture hall is deserted. Colleges are crowded with young men eager to emerge with new ideals of a new world and a consuming desire to upset things. They are proving the old adage that "a little learning is a dangerous thing." Shall they set our examples?

Away with the old philosophers, the old-fashioned school of economy, plain living and the simple life! Away with the ascetic code of morals! Banish the hymn book! Sing the college songs—"Rah! Rah! Rah!" Follow the leader!

The church decays, the Sunday school is abolished, the Sabbath is no longer a day of rest. It is the age of novelty. Move on.

Thus the world moves and the hand that moves the movies is the hand that moves the world.

Try It Fairly

LEAT us give the new Tariff Law a fair, square trial on its merits. Set prejudice and politics aside. See if it helps or hurts. It will do one or the other. See if it reduces the cost of living or whether it increases the cost. See if it gives the working-man more work and shorter hours. See if it creates a wider demand for capital or if it lessens that demand. See if it opens or closes factories.

We must all live under the new law—protectionists and tariff revisers and free traders. It may be a disappointment for those who expect too much from it. We sincerely hope that it will be a bitter disappointment for those who fear that it will work great harm. The fairest way to test a law is by strictly enforcing it. If it satisfies the people, it will stand; if it brings trouble, it will be repealed. But let us try the scheme of a "new industrial freedom" fairly. If President Wilson's theory is right, the people will be willing to concede that fact. If it should prove to be wrong, he should admit it, without excuses, explanations or apologies.

It will not do to charge a misadventure to a shortage in the crops, to a world-wide increase in the cost of living, or to a combination of bankers, business men, or captains of industry. During the presidential campaign we were told that a lower tariff meant a lower cost of living. Let us take the low tariff (the lowest in seventy-five years) with all the promises behind it and give it a chance to redeem itself. If it cannot do this, let the advocates of free trade admit their error and retrace their steps.

Nearly \$100,000,000 worth of goods of foreign manufacture had been lying in bonded warehouses in New York and elsewhere waiting for the new tariff law to become effective. These will take the place of goods made by American workmen. This is only the beginning of the flood that will follow. Can American manufacturers stand this competition? We hope so. We shall see.

In the interests of the welfare of all the people, and still a doubter, we hope that the President's theory is right for "Hope springs eternal in the human breast."

The Independent Labor Vote

FROM time to time the country hears a good deal about the so-called labor vote. It was often mentioned during the recent investigation by the congressional lobby committees. Samuel Gompers, the head of the American Federation of Labor, in his recent testimony in the Mulhall quiz, denied that he had promised to "swing the labor vote" to any particular presidential candidate in 1908 or 1912, and undoubtedly told the truth.

The fact is, there is no such entity as a labor vote. The men belonging to workingmen's organizations divide among themselves as independently in politics as do the rest of their fellow citizens. No class or caste lines are found in the United States, although Mr. Gompers and some of his associates high up in the councils of the A. F. L. often talk as if they

were trying to create such distinctions. Attempts in this direction in America will always fail, and always deserve to fail. In the United States every man considers himself to be the equal of every other man in opportunity. His ballot is his own, and he will cast it as he wishes, not as some one else dictates.

The Knights of Labor were once supposed to be able to turn the scale in presidential elections. Mr. Gompers calls it "a corpse." Where are the Knights now? The American Federation of Labor is a stronger organization than the Knights ever were, but it represents only a fragment of the workers of the country. The politicians of twenty years ago were frightened out of their wits by some of the threats of the Knights, as they are at some of the boasts and menaces of a few of the Federation's bosses. The scare is foolish.

Let the independent voter rule!

The Plain Truth

LINCOLN. No better method of commemorating the life of the great martyred president could be conceived than the Lincoln Highway, a good road that is to run across the country from one ocean to the other. The dedication of this epoch-making highway took place October 31st, and on Sunday November 2nd, in churches of all denominations from coast to coast, sermons were preached on the life of Abraham Lincoln and reference was made to the Lincoln Highway. Automobile manufacturers, who are behind the Lincoln Highway with a strong organization, deserve the gratitude of all who believe in good roads as a method of building up the country.

WAIT! It is reported that Postmaster-General Burleson may follow the example of his predecessor in office, and recommend that the government acquire all the telegraph lines in the country. Before the government enters upon such a venture would it not be well to wait and see the outcome of the Parcel Post? It is still an open question as to whether this will mean a profit or a loss to the government. Governmental telegraph ownership is not an open question, however. Great Britain has enjoyed government ownership and operation of telegraph lines for the past forty years, and in that time its postoffice telegraph monopoly has produced a total deficiency of \$87,000,000. At present taxpayers of Great Britain are paying at the rate of \$4,200,000 annually to enjoy the luxury of governmentally operated telegraph lines. The principal reason for this is uncommercial and extravagant management, due to political control. We have the same experience in various Federal departments at Washington. To secure the same efficiency and economy in the government that you get in private enterprise is a practical impossibility.

SPLENDID! We hope it is true that President Wilson is to outline a definite plan to aid in the extension of American trade abroad. And we trust it is true also that the President has accepted, as his advisor in this matter, Mr. Olney who was the honored and accomplished Secretary of State under President Cleveland. Mr. Olney's instructions to the American Minister in China, in 1896, have, it is said, been repeated to the present representative of our Government in that country. They direct that his personal and official influence should be lent to secure representatives of American concerns the same facilities for submitting proposals, entering bids and obtaining contracts in China as are enjoyed by any other foreign commercial enterprise in that country. Other nations never hesitate to utilize the machinery and influence of diplomacy in promoting their commerce, and while we are a little late in following their example, it is never too late to mend. The whole world is in competition for industrial supremacy. The enormous increase in our exports shows that we are fair competitors in this field. This is a matter in which every working-man and farmer has an interest, for our national prosperity depends on the maintenance and extension of our trade both at home and abroad.

MONOPOLY! Canada is aggressively seeking business from this side of the line. It is not permitting the trust busters and railroad smashers to have their way for a single minute. The Canadian Government is giving a helping hand to every captain of industry who seeks it and to every railroad that will put new money into its enterprises. An absolute monopoly of the steel business of Canada is permitted under the charter the Dominion has just granted to the Ontario branch of the United States Steel Corporation. This charter gives it unlimited powers. It is just the kind that the trust busters in this country howl against, but it is good enough for Canada. The Dominion covets the business of the Steel Corporation and it looks as if it might get it. If our captains of industry find it more advantageous to cross the border with their factories, who can blame them? Governor Foss of Massachusetts, elected on the Democratic ticket, says: "It is a conservative estimate that, up to date, at least five hundred millions of American money has been poured into Canada in the building up of American properties across the border." And among these is a concern of which Secretary Redfield of President Wilson's cabinet has, until recently, been Vice-President. Let Canada rule!

SHAMEFUL! The indifference of taxpayers to their civic duties is shameful. The people of the State of New York recently voted \$50,000,000 for good roads in addition to millions already expended for that purpose. State Commissioner of Highways, Mr. Carlisle, publicly states that the present highway map is a farce devised by a Tammany State engineer and that it would result in a disgraceful botch of highways, necessitating an expenditure of at least \$100,000,000 more to connect the fragments. The control of the Highway Commission and the expenditure of the people's \$50,000,000 was one of the things that Tammany Hall especially coveted. When Governor Sulzer refused to put a Tammany man, named Gaffney, in charge of the Department of Highways, Tammany Hall marked Governor Sulzer for impeachment. In this connection it is interesting to note the disclosure that the same ex-policeman Gaffney was paid \$30,000 in 1909 by a contractor on the new Catskill Aqueduct, who testified that he handed over this large sum, in bills, to Gaffney in the latter's office and that it was payment for "expert advice," whatever that may mean. It is not difficult to understand the methods by which ex-saloon keepers and ex-policemen in New York, as well as in other great cities, have blossomed out in a few years from poverty to millionaires. Let the people rule!



THE PROGRESSIVE DEMOCRACY

"Here's Where We Kick!"—Drawn for Leslie's by E. W. Kemble

Flying in a Zeppelin Airship

Written for Leslie's by MRS. C. R. MILLER.

With photographs by the author

GO by the 3:15 train to Potsdam, and when you reach there take a taxi. Just show the driver your ticket and he will land you on the airship grounds in plenty of time for the flight," said the clerk in the Berlin office of the Hamburg-American Line as he handed me a piece of yellow paper. This paper was a ticket giving me the privilege of a flight in the biggest Zeppelin airship, the *Victoria Luise*. The flight was to be made from Potsdam to Berlin and return, including a flight over the latter city. "Be sure to take the faithful camera," he added as I was leaving. "The weather conditions are perfect and you should have a fine view."

The train pulled into Potsdam that afternoon at 3:45, and a few minutes later I was seated in a taxi



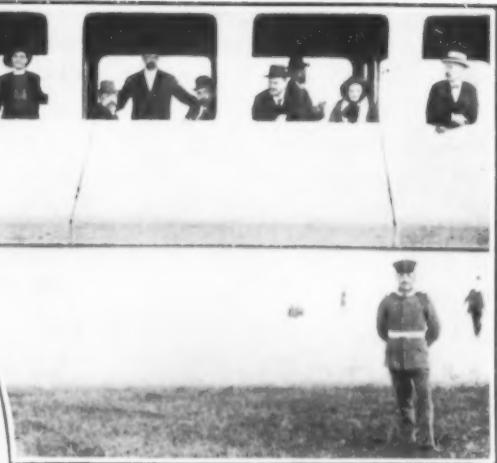
BERLIN FROM AN AIRSHIP
Photograph showing one of the "flat-iron" corners in the beautiful German capital.

on my way to the airship hangar. Two Germans had come by the same train for the same purpose, and both men seemed possessed with the idea that the airship would fly before the hour scheduled and they managed to convert the two taxi-cab drivers into their way of thinking. So the taxi men set about to see that we would be on time. The speed



A ZEPPELIN IN FLIGHT
The passenger dirigible "Victoria Luise," with its hangar in the background. This great airship is 400 feet long and is similar to the navy dirigible L-II which was recently destroyed by an explosion in mid-air, killing 28 men, including some high officials of the admiralty board. The L-II was 120 feet longer than the "Victoria Luise" and had a speed of 50 miles an hour.

we maintained for about five miles would have driven a New York policeman insane, for never in my life have I had such a wild ride. Fortunately the street was smooth and there were few turns. Several times we narrowly escaped hitting wagons, and at one place a man leaped out of our path just in time, while children and dogs scurried in every direction. The Germans kept ahead, and from their gestures it was



PASSENGER-CAR OF A ZEPPELIN
It is located beneath the airship, amidships, to insure greater comfort. Mrs. Miller is looking out of the compartment on the extreme left.

evident that they were urging the driver to put on greater speed, for they stood up several times, gesticulating frantically. The five-mile run was made in a fraction over seven minutes. On reaching the gate I saw the airship resting quietly in the hangar and the hundred or more German soldiers who hold the ropes when the Zeppelin is brought out were sitting about on the grass. However, the two Germans fairly fell out of the cab and ran across the ground, waving their yellow tickets. When I reached the hangar my ticket was examined and I joined the members of the flying party, who were standing in a group on the grass nearby. It consisted of six Germans—five men and a woman—and three Americans—two men and a woman. My arrival increased the number to ten. Then came a long wait and about half the party lost their temper, especially the two Germans who were responsible for the wild ride in the cabs. I was rather glad of the delay for it gave me the opportunity of examining the big balloon, and I spent the greater part of the wait in the hangar.

In shape the Zeppelin resembles a cucumber, but only in shape, for the giant aircraft is 400 feet long, has a beam of 48 feet and carries a gas capacity of 25,000 cubic yards. This volume of gas is distributed over seventeen separate reservoirs or balloons within the exterior aluminum

(Continued on page 453)

AFTER THE FLIGHT
Mrs. Miller shaking hands with Capt. Blue, the commander.

Before leaving the hangar I was shown around the interior of the airship. It is a large, airy room, with a high ceiling and a polished floor. There are comfortable seats and a small table. The windows are large and offer a clear view of the outside world. The airship is supported by a strong metal frame and is held in place by ropes. The passengers are seated in a compartment at the front of the airship. The airship is being prepared for its next flight.

Making It Hot for the Homesteader

By EDGAR ALLEN FORBES

The fifth of a series covering an 8,000-mile tour of Alaska, made exclusively for Leslie's by a staff editor.
The next article will be: "Alaska in the Summertime."



A HOMESTEADER'S CABIN NEAR FAIRBANKS

This lonely cabin shows the isolation of the Alaskan homesteader, who finds it absolutely impossible to get final title to his land because the Government has made no provision for having the base lines of the survey laid out.

THE Department of the Interior is deeply interested in the welfare of Alaska; Secretary Lane told me himself that the chief consideration which led him to accept the offer of a Cabinet position was the hope that he might open up that neglected territory as the crowning work of his administration. In fact, nearly everybody in Washington speaks enthusiastically of the outlook and spreads before your bewildered vision an Alaska of the future, with a vast population of prosperous farmers from Skagway to Nome. But you soon recover from the dizziness when you get into the Territory and talk with the men who have tried to make some of the Government's dreams of a settled-up Alaska come true.

It is, I believe, the only large area under the American flag where you cannot buy a farm, even from a real-estate man and with money in your hand. At least, I failed miserably in the attempt and the story will shed some light upon the homestead question.

ALASKA TURNIPS
Judge Howard and four of the turnips grown by him sixty miles north of the Arctic circle.

Before leaving for the North, a personal friend who believes in new countries and had some money to invest asked me to pick out a place in Alaska to spend it. He wanted acreage instead of town-lots, and his requirements were simple. Any sort of land near one of the towns with a great future would fill the bill; he was willing to pay taxes on it for years, until it eventually came within the area of development. I blithely accepted the assignment, for I expected half of Alaska to be offered me when it became known that I had good money to exchange for idle land.

I kept still about it until I reached Fairbanks, which I had already picked out as a city with a future. It was already the largest town in Alaska and is sure to be the terminus of the railroad from the coast to the Yukon country. At Fairbanks, therefore, I looked for a large and neglected slice of landscape.

ONE OF THE RAREST SIGHTS IN ALASKA
A mowing machine at work on a U.S. experimental farm at Copper Center. There is scarcely any grain grown in Alaska except on experimental farms, but oats are raised in many places. It is hoped that a variety of wheat suitable to Alaska may yet be developed.

After riding all over the place, I picked a section of land just outside the city, near the race-track, and went to a trusted friend to see about the price. The answer was that this particular tract had been reserved by the Government for a park! This was a new one on me; there being no timber on it, I had thought that it might possibly be one of the National Forest Reserves; but I had not before heard of Government Park Reserves in Alaska.

Then my friend pointed out another tract, down near the waterfront; there were about thirty-five acres of farming land in it and the owner was willing to sell. But I fell in a heap when he said that he wanted \$10,000 for it—and all of it in cash!

It did not take me long to explain that I was not looking for a farm underlaid with diamonds and emeralds; I was looking for a bargain. Whereupon my friend took me to one side and told me a few things about homesteads.

(Continued on page 451)

Two Pressing Needs of College Football

Written for Leslie's by EDWARD R. BUSHNELL



AMERICAN college football is surely the most curious anomaly in modern sports. Measured by its popularity with the public, and the number of boys and young men who play it, it ranks next to professional baseball. Yet there is no intercollegiate association in full control of the game. Every institution which supports a team is a law unto itself. There is nothing but public sentiment to prevent any big university, not represented on the rules committee, from amending the rules as it sees fit and playing the game according to this code, provided its opponents agree.

Most persons will assume that what is known as the American Intercollegiate Football Rules Committee is a body deriving its powers from a national body, and that as such it has the authority to legislate for the football interests of the entire country. This is a mistake because this committee, which requires eight delegates for a quorum, cannot muster that number from a legally constituted association. This committee is in reality made up of two distinct committees, each of seven members. One group is elected by what is known as the National Intercollegiate Athletic Association. The other group merely represents seven individual institutions which originally constituted themselves the guardians of the game, but who technically had no more right to legislate on football matters than any other group similarly appointed and which might decide that the game needed reforming. This group—which is made up of Harvard, Yale, Princeton, Pennsylvania, Cornell, Chicago and the Navy—neither received instructions nor derived power from any intercollegiate body. It is answerable to no one and is self perpetuating.

Before the National Intercollegiate Athletic Association forced amalgamation with it the old committee was a sort of benevolent despot which ruled because it was performing a thankless task, had no opposition and because its members were thoroughly honest and working for the best interests of the game. This old committee would probably be legislating in this arbitrary manner yet had not the college world risen in rebellion against its authority, in the winter of 1906-07 when, about a score of colleges and universities organized the National Intercollegiate Athletic Association, and appointed a committee of seven members with instructions to revise the football rules in conjunction with the old unrepresentative body if possible, but if it declined to receive them or, receiving them showed a disposition to obstruct reform, to amend the rules by itself. The old committee saw the handwriting on the wall and promptly amalgamated. Had it refused to do so it would have been utterly crushed. There was no doubt that the progressively headed new body had the support of the intercollegiate world.

But the situation is still unsatisfactory and even dangerous. The combined committee is not yet representative, for each body can control but seven members, whereas eight are required for a quorum. A committee of fourteen members, half of whom are constantly changing, is utterly unwieldy and less efficient than would be a committee of half this size. Every year the committees have to go through the formality of amalgamating, and when they have completed their deliberations the code is no more binding than it ever was, with the exception that the National Intercollegiate Athletic Association controls a goodly number of the minor colleges. But let some crisis come like that of 1906, the two bodies would split, and we would have two sets of rules and confusion worse confounded. What the situation demands is one small supreme Intercollegiate Association, of which all the universities and colleges would become members.

The second great need of football is enforcement of the rule against coaching, which is openly violated nearly every time two elevens meet. It is found under section 1 of Rule 25, as follows:

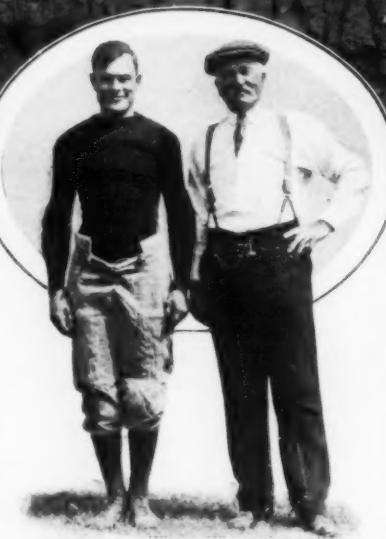
"*There shall be no coaching, either by substitutes or by any other person not participating in the game.*"

This is perfectly plain English and it means or ought to mean just what it says. To make it more emphatic the rule-makers have appended the following note:

"The committee would point out that every effort should be made to prevent this, as the practice is not in the best interest of the sport." The penalty for the violation of this rule is the loss of 15 yards by the side for whose benefit the offense was committed, in addition to which the offender is excluded from the neighborhood of the field of play for the remainder of the game.

The frequency with which this rule is violated, and by the coaches of the very colleges whose representatives wrote the rules, constitutes a fair assumption that the rule-makers were not sincere when they inserted the rule in question. Anyone who follows football closely, or who has been permitted to occupy a place along the side-lines, knows how this rule is disregarded. Indeed, I am not stretching the truth when I say that most up-to-date coaches would think themselves inefficient if they did not have a code of signals with which to communicate their orders to the captain or quarter-back. They are not content with instructing their players in the daily scrimmages and with giving them their orders before going on the field. They must keep a controlling hand on the machine, so that if it goes wrong at any moment they may right it. To do this nearly every coach has a code of signals all his own. A turn of the foot, the removal of the hat, the use of a cane, or any innocent-looking action determined upon beforehand may be used to convey a message to the man thus falsely called the field-general.

A recent change in the rules has provided coaches with a new and more effective way to violate this particular rule. It was made possible by the provision that a player once taken out of the game might be returned at the beginning of a subsequent period. This rule was passed for the sole purpose of making football less dangerous, of enabling a player



THE ARMY VS. THE NAVY

The line-up at the top shows the cadets of the U. S. Military Academy who compose the West Point football team. The other picture shows the two leaders of the Annapolis Naval Academy's team—Capt. Gilchrist on the left and Trainer McMasters on the right. The annual contest between the Army and Navy teams always attracts a brilliant audience. (Photos by Thompson and Mrs. C. R. Miller.)

to leave the game when in a state of exhaustion. It is still used largely for the purpose intended, but many coaches have seized upon it as a new medium for practicing side-line coaching. Its operation is simple enough. The captain may have forgotten some part of his detailed instructions. The over-anxious coach, from his position on the side-lines, thinks his captain is erring in the selection of plays or is not making the best use of his opponents' weaknesses. So at a critical moment he hurries a substitute into the game to replace another player. It is not that the veteran relieved is in need of a rest. It is only because he needs a messenger to take instructions to the quarter-back, for nine times out of ten the substitute will hold a whispered conversation with the quarter-back before he takes his place.

This year there will be more opportunity than ever to violate the rule, because the committee has amended that part of the code regarding substitutes to permit a man who has once been taken out of the game to return at the beginning of all subsequent periods except the fourth. In the fourth period he may return to the game at any moment. This means that we shall see situations like this: There remain two minutes of play in the final period. The apparently losing team is close to its opponent's goal; a touch-down or a goal from field will convert defeat into victory. With the time-keeper watching the seconds slip by, the distracted coach will take matters into his own hands, and hurry a substitute on to the field. The new

man will deliver his message and the losing team will stake everything upon the play ordered by the coach.

The picture drawn here is not an exaggeration. Every player, every coach and most spectators know that it is a true one. Simple honesty would demand that a coach refrain from such violation of the rules, but most coaches are human, and when they know that rivals take advantage of this practice, and that the rule-makers only wink at it; it is hard to convince them that they should not do likewise. Without intending to know more than the members of the Football Rules Committee I have always advocated a simple rule to remedy this evil. It can be done by prohibiting coaches from occupying seats on the side-lines. We assume that football is a game between two college teams, that they go on the gridiron to play the game like gentlemen and strictly on its merits. Why then should the coach be permitted to stand on the side lines and dictate the selection of plays, to hold up the game with a procession of substitutes back and forth with messages from the coach to the captain? Fair play and common honesty demand that coaches be compelled to sit in the grandstand and let the games be settled by the players on the field. They would still have ample opportunity to instruct their players before the games and between the halves.

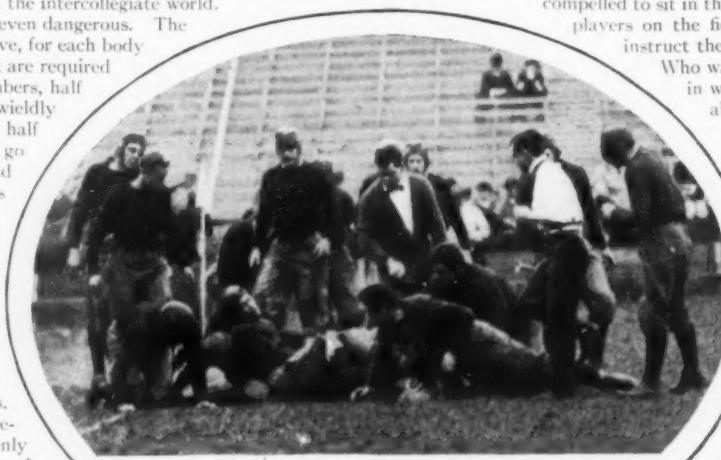
Who wants to see college football played like a chess game, in which the players are so many pieces of wood moved about by side-line coaching? And why should not football observe the same high ethics of sportsmanship as track and field athletics? Indeed the Intercollegiate Association of Amateur Athletes of America could give the football rules committee valuable lessons in how to conduct its games. In this track and field championship, which next to the Olympic games is the world's greatest meet, not a coach or trainer is allowed on the field or to coach from the stands. Every man must run his own race or perform in his field events without the aid of a coach. If he wins he wins in a gentlemanly manner, if he loses it is because he has met a better man. Why should not the same principle be applied to football?

These two matters, the unorganized state of intercollegiate football and the prevalence of side-line coaching, are hanging over the greatest of college sports like a menace. They constitute a problem which could and should be solved without further delay.

That we have no intercollegiate football association, particularly among the biguniversities of the east, is due entirely to the fear on the part of some of the leaders that their prestige would be lost through it. But such an association would put an end to unseemly squabbles over points of eligibility, it would restore harmony between universities which once were good friends and elevate the tone of all branches of intercollegiate athletics. Better still it would provide the means for the appointment of a truly representative football rules committee, small enough and experienced enough to revise the rules when they need such treatment. Then it would be possible to secure a rule giving the captain sole authority to substitute players, restrict coaches to seats in the stand and make the game what it really ought to be, an even contest between two college elevens, not an exhibition in which the players are so many mannikins mechanically operated by side-line coaching. Football has been vastly improved within the last decade, but the millenium is still in the distance.

Blind "Hello" Girls

THE Maryland School for the Blind has found a new field of work for blind girls. It has just graduated six well-trained telephone operators who are able to render first-class service with the regulation switchboard. Hearing and touch supplement the loss of sight, but efforts are being made to devise a new kind of board which will simplify the work and make for greater efficiency. Two blind girls are now running the board at the central Y. M. C. A. in Baltimore with entire satisfaction to the service. Girls who enjoy the possession of all their faculties should make room for their blind sisters at the telephone switchboard.



PRINCETON VS. SYRACUSE
A thrilling moment in a recent game when a Princeton half-back with the ball was thrown by a Syracuse tackler within three yards of the goal.

PEOPLE TALKED ABOUT



THE WORLD'S SUNDAY SCHOOL LEADERS

A part of the executive committee of the World's Sunday School Association, which recently met at Zurich, Switzerland. Front row (left to right) H. J. Heinz of Pittsburgh, Chairman; Sir Robert Laird of London, President; Dr. George W. Bailey of Philadelphia; E. K. Warren of Three Oaks, Mich. The others represent seven different countries.

OREGON'S FINEST BABY
Jane Kanzler, prize winner at the State Fair. She is 3½ years old; weight, 35½ pounds; height, 37½ inches; circumference of head, 20½ inches; of chest, 22 inches.



MANILA'S GOOD-BYE TO GOVERNOR-GENERAL FORBES

Presentation of a loving cup from 400 Manila merchants. His ten years of service have been marked by efficiency of the highest order and his administration of the Philippines ranks with that of the first governor, William H. Taft. On leaving Manila, 1,000 of its leading citizens walked to the pier with him. (Forbes stands in the front row, exactly in the centre of the picture.)



LONG-DELAYED HONOR FOR A BRITISH HERO
A distinguished group present at the unveiling of a monument to General Braddock, who was killed on July 9, 1755, near Fort Duquesne, in the French and Indian War. Left to right, front row: Lt.-Col. Winter, of Canada; Lt.-Gen. Codrington, of the famous Coldstream Guards, Braddock's old regiment; Capt. Constable, of the same regiment, and Governor Tenes of Pennsylvania. Second row: Mrs. De Beaujeau, of New York; Ex-Secretary of State Knox. Back row: Mr. De Beaujeau, a descendant of the commander of Fort Duquesne; Capt. Phillips, of the Coldstream Guards, and Col. Gage of the British Embassy.



MRS. PANKHURST IN AMERICA
The famous leader of the militant suffragettes of England arrived in New York on Oct. 18th and was detained at Ellis Island on the ground that she had been guilty of acts involving moral turpitude. Her case was appealed to Washington and her release followed at once, after a conference between the Commissioner of Immigration and President Wilson. She is pledged to leave the country as soon as she shall have completed her lecture tour. She declares that it is not her purpose to encourage militancy among the suffragettes of America but to arouse sympathy and raise money for the cause on the other side of the water.



WINSOME COLLEGE GIRLS NEAR SAN JUAN, PORTO RICO

A group of girls from the University of Porto Rico, at Rio Piedras. Their costume in the photograph is that of one of the folk dances in which they were engaged. The University is a government institution, with about 500 students from Porto Rico, Spain, France, United States, Denmark and Germany.



FAMOUS ATHLETE MARRIED
James Thorpe, Indian baseball player and Olympic champion (in centre), with his Carlisle bride seated in front of him. She was Miss Margaret Miller of Oklahoma.



A TRIBUTE TO "OSCAR"
Loving cup presented to Oscar Tschirky, manager of the Waldorf-Astoria Hotel, at a recent meeting of the Sphinx Club, an association of advertising men. "Oscar" is perhaps the best known hotel man in America and has long been a famous figure at the Waldorf.



MR. ELISHA FLAGG
One of "The Three Tenderfeet."



MR. JAMES MONTGOMERY FLAGG
The Author's Son.

Adventures of Three Tenderfeet

Written for Leslie's by ELISHA FLAGG
Illustrated with drawings by JAMES MONTGOMERY FLAGG

VII

Jim the Herder

WHEN we originally arrived at Colorado Springs, it was after a long, hot ride in from the plains from a sheep ranch where we had been staying and where we had become well acquainted with all the "boys," among whom was a particularly attractive herder, both in his personal appearance (having the satisfying look to us of just what a man of the plains caring for sheep should be provided with) and also in his general attitude toward the hundreds of ewes and young lambs that were daily under his management. There were many little lambs that were, for the time, motherless, in a state of being disowned and disinherited (as it frequently happens shortly after birth, the mother will have nothing to do with her son and heir); and having no one to support them, Jim the Herder acted the foster-mother and wet-nurse like a professional. Every morning about three or four o'clock or sunrise, if we were fortunately up and around, we would see Jim slowly driving his flock off to his range for the day; and as we looked more carefully we would see, trotting close in front and rear of Jim, a score or more of these little grass-orphaned, all decorated, as though winners of some events in gamboling, with strips of ribbons of red flannel tied around their necks or tails, or even their legs and bodies. And when they were "cutting up capers," jumping, skipping or kicking out their hind legs and tossing their little heads, the decorations flew in the breeze and gave them a most picturesque appearance.

I was so drawn toward this spectacle that I often accompanied the Herder on his wanderings over the plains with his charges, and then discovered, perhaps, the secret of this close companionship of the lambs with their friend and protector. Tucked away in every pocket of his clothing, in his shirt and tied around his waist, were baby-bottles of milk, each having its rubber suction mouthpiece as though ready for countless babies. At the first bleat, and these little infants did bleat, Jim would single out one of his pets, holding the substitute for Ma, while the bleater pulled lustily away at the rubber end, all the time wriggling his tiny tail as though he would shake it off. I may confess that it was not long before I, too, became the possessor of a similar battery of bottles, and much to my amusement and delight, purveyor to the Lamb family. It was certainly a case of everywhere that Jim and Ned went, the lambs were sure to follow; until in due course of time the mothers were found and forced to recognize and adopt their offspring.

When it was decided by several of us that a run in to the Spring (a matter of seventy miles) would be good for our health, Jim obtained leave to join the party; after a "lope" of several hours, we came to what represented, as far as it could, civilization in this town of the foothills. We rode up to the only Ritz that could be found, just in time for a wash-up and dinner. Later in the evening, the general feeling being agonized thirst, we began a hunt for a "corral," but to our surprise not one existed; as a last resort, finding what looked like a drug store, we clattered in with our windmill spurs. Our spokesman, the boss of the ranch, was told by the owner of the place in a reply to his anxious question, that the only way whisky could be obtained in that 'ere town was on a doctor's certificate!

Well, one of the party then and there was taken so violently ill that, being directed by the druggist to where the doctor lived, he made most surprising haste (for a man who seemed so badly done up) for the spot where they manufactured whisky certificates, and we had hardly finished our cursory examination of bottles and things in

the shop when the patient had returned. After very solemnly reading the paper which he received, our host motioned to our gang to follow him, which we all did on tiptoe, in single file, passing through a door at the rear of the shop into a hallway, through another door, down a badly lighted pair of stairs, again along another hallway quite dark; at last, all hands coming up suddenly against the druggist, he fumblingly and eventually unlocked a final door, letting us into a lighted room, seemingly full of chairs which we immediately filled, at the same time closing

At last it came to me what it meant. Jim, on his arrival at the hotel, in order to keep up with us as he thought he should, had found a barber who had given him a clean shave and a most extraordinary hair-cut which at once brought into high relief his heavy moustache and thick hair. This together with a new suit of black clothes, a modernized hat (of course, entirely different from his sombrero), instead of resulting in keeping him up with us, had passed him clear outside into another class entirely. You might almost call it the abandoned class! The whole affair was a shock and a disappointment; everything seemed spoiled, picturesqueness all gone, the feeling of confidence obliterated. He didn't even look honest! He sat there a perfect picture of the bad-man, and, to my growing imagination, he had a most shifty look in his eyes, but which was, in all probability, one of consciousness of his dressed-up condition, which made him believe that all were looking at him with envy at this—to him—elegance of person. Even the boss of the ranch, after my question had been put, was caught every now and then looking at Jim in an uncertain way. It seemed to get on our nerves after a time for, by one impulse, we got out of the place and made tracks for our hotel; later, when we returned to our ranch, we found it difficult to go back to the same easy ways and treat Jim the Herder as, of course, he should have been treated—or should he?

Schools in Mill Districts

SCHOOL conditions in the cotton mill districts of the South, have come in for much criticism. While some Southern cities might justly be condemned for their lack of educational and humanitarian advantages, others are making special provision for the children of mill operatives. Such a city is Columbus, Ga. To set the real facts before the public, the Columbus Board of Trade reprints extracts from the Bulletin of the United States Bureau of Education covering the industrial schools of that city. The mill-operative element in Columbus comprises about one-fourth of the white population, and the mill families have about 800 children of school age. In the absence of compulsory education laws, and before special provision was made to meet their case, less than five per cent continued in school after they were old enough to work in the cotton mills. An industrial school, designed with

much wisdom to meet the peculiar needs of the children of mill operatives, has wonderfully increased school attendance.

The school hours are different from those of any other school,—being from eight o'clock to eleven, followed by two hours of intermission, and an afternoon session from one to three-thirty. The long intermission is designed to enable pupils to take hot lunches to parents, brothers, sisters, and others. These little "dinner toters," as they are called, sometimes make several dollars a week. The school is popularly known as the "dinner toters' school." The curriculum is industrial. All boys are required to take elementary courses in woodworking and gardening, and the girls study basketry, sewing, cooking, poultry raising and gardening. The school is in session all the year round, and in every way the effort is made to meet the peculiar needs of the mill children. In view of the wholesale criticism of Southern mill districts, it is only just to the City of Columbus that its efforts to furnish free education for the children of mill operatives be more widely known. The case shows that in school, as in other affairs, methods should fit the special circumstances.



Jim the Herder at work and at play.

Should Wives Receive a Salary?

The Story of "Her Own Money," a Play by Mark E. Swan

Written for Leslie's by WENDELL PHILLIPS DODGE



Mrs. Alden is going over her household accounts and finds that she has been overcharged fifty cents. She calls her colored servant who says: "Dis heah is de calendar yo' all gimme and every day I puts down de meat we has and how much it costs. Dis was Monday. We had beef. So I drew a picture of a cow."



Lewis Alden on his return from business overhears Mrs. Beecher, a next-door neighbor, say something about having trouble in getting money from her husband. He remarks to his wife that the Beechers always seem to be having trouble about money. Mrs. Alden says that nearly every married couple seems to have some difficulty about money, to which Alden replies that they are lucky exceptions. Mary asks: "Are we?"



Mrs. Alden having arranged with Mr. Beecher to lend her husband \$2,000 (which she gave to Beecher for that purpose) is receiving Beecher's check for the amount after the transaction has ended. Mrs. Beecher sees her husband handing the check to Mrs. Alden and is suspicious.



Mrs. Beecher, knowing nothing of the transaction between her husband and Mrs. Alden, rushes into the Alden apartment and makes a scene over what she has just witnessed from her window. Her husband tries to quiet her and get her out, but she will not budge. She insinuates that there have been improprieties between Mrs. Alden and her husband. She wants to know why he gave the money to Mrs. Alden. And Lewis Alden passionately demands to know the reason also. The situation is very tense and the explanations which are finally made are not acceptable to either Alden or Mrs. Beecher.



The Beechers have left. Mrs. Alden tells Lewis that she gave the money to Mr. Beecher to lend him to help him put through the deal on which so much depended. He asks where she got the money. She tells him she saved it and Alden replies: "Then you didn't work for it—didn't earn it!" Hurt and angered by this thrust, Mrs. Alden answers: "Yes—I earned it by the hardest work a woman has to do—and the worst paid!"



Alden's pride is hurt because, as he thinks, his wife does not trust him, and he makes up his mind to leave Mary. She tries to explain and pleads in vain with him not to take so rash a step, but Alden leaves his wife.



A year later, Alden, who has long realized his mistake in leaving his wife, gains courage enough to face her and ask her to take him back; at the suggestion of their mutual friend, Tommy Hazleton, he calls to see her at the little country place which Mary has bought and where she has lived with her chickens since the separation. She at first does not want to see her husband, who has waited so long, but her love re-awakens and they stroll off arm in arm to look over Mary's chickens.

BEFORE her marriage, Mary Alden had worked for a living and received a salary every week. After she married she worked just as hard—even harder—and did not receive a penny, except what she saved by watching the grocer's, the butcher's and the baker's bills and by strict economy, and by denying herself all the pretty things every woman likes. Her husband, though he thinks the world of her, never gives a thought to the cost of running the home beyond an occasional remark about the bills. He does not notice that his wife needs more clothing.

Mary has begun to think hard about this situation, and the more she observes she notices that most of the unhappiness in marriage is caused by money matters. She comes to the conclusion that the world and his wife are at odds as to money. So she begins to save every cent she can that some day she might have a home in the country and live, really live. Little by little she saves until, unknown to her husband, she has \$2,000 in the bank. Then she begins to inquire about a little place with ground and trees around it, where she can raise chickens.

How did she manage to save so much? By every week going over the bills and checking up her household accounts.

"There's something wrong about this butcher's bill," she would say to her colored servant, Rhoda. "My house account book makes the account \$32. The bill is for \$32.50."

Then Rhoda thinks a moment and replies, "No'me, de bill is all right. I done checked it up with my account."

"Your account? But you can't read," says Mrs. Alden. And Rhoda replies:

"No'me. I can't read written writin', but I been keepin' account jess de same. I'll show you." And she gets a large calendar from the kitchen, and continues, "Dis heah is de calendar yo' all gimme an' every day I puts down de meat we has, an' how much it cost. Dis was Monday. We had beef. So I drew a picture of a cow. Next day we had lamb—I drew a little sheep. On Friday we had fish. See, heah's de fish."

Mary looks closely at the calendar and says, "But what sort of an animal is this?"

"Dat ain't no animal—dat's hash," replies Rhoda.

Across the hallway in another apartment live the Beechers. Harvey Beecher plays the races, and Mrs. Beecher resorts to many and various ways of getting money for herself. Her methods are just the opposite of those of Mrs. Alden. She gets the butcher and the other tradesmen to make her bills larger than they really are, and when they are paid by her husband she collects from them in order to put more on her back. When the plumber has to be called in and his bill is \$3, she tells her husband that it is \$5 and then, instead of paying it, she gets some things

for herself. Then she has to borrow the money from Mrs. Alden's younger sister before her husband finds out the truth from the plumber, who is after his pay.

Lewis Alden, who is in the real estate business, returns home and meets Mrs. Beecher as she is leaving. He remarks to his wife that the Beechers seem to be always having trouble over money. Mary, weary from balancing up her own accounts and trying to save every cent she can, replies that it is commonplace, this trouble over money matters.

"Nearly every married couple seems to have some sort of difficulty about money," she says.

Then Alden, seated comfortably in the cosy home his wife makes for him, and satisfied in his own conceit, remarks that they are the lucky exceptions.

"Are we?" asks Mary.

"Why, of course," answers Alden. "I don't remember that we've ever had a word about money since we've been married—do you?"

Mary admits that they haven't—had—a-word-about—money—since—they—were—married. That is just it. They should have had.

"Do you need some money?" Alden asks his wife, and when she finally says yes, he continues: "Is that what you've been worrying about? Well, well, why didn't you ask me?"

"That's just it—I hate to ask you," Mary says.

Alden doesn't understand. Husbands do not understand why their wives should dislike to ask them for money.

"I wish I could get all I want, merely by asking for it," says Alden. Then he asks his wife how much she wants, and when she tells him, he asks, "What for?"

Mary, somewhat agitated, replies, "What for? That's the question that makes a woman realize—she is only a wife!"

Mary tells her husband that she would like to feel that she was not only his wife, but his partner. She tells him that if he only gave her one dollar a week, she should like to have it at a certain time without having to remind him.

"I'm trying to fix it that way, only it seems to me, you're not rebelling against me, but against marriage, against custom—a wife doesn't get a salary."

"I wonder why," asks Mary.

In a conversation with her younger sister, Mildred, who is on the brink of matrimony, Mary tells her how she has denied herself and saved. Mildred wants to know if her husband hasn't ever suspected what she was doing—from her clothing.

"That I did without? Men don't notice shabbiness in a wife," Mary answers; "they notice extravagance."

Mary tells Mildred that if her husband knew she had \$2,000 saved up, it, too, would go into his business. And Mildred replies that surely he would pay it back. But Mary has been married some time and she knows about

such things. If her husband borrowed money from a stranger it would be repaid the day it was due. With his wife it would be different. She had loaned him \$500 when they were married and he had never paid it back.

"Are all men like that?" asks Mildred.

"No, only husbands," is Mary's answer.

That night Alden returned from business terribly worried over a deal that fell through, costing him a thousand dollars in cash. In a month's time he would be able to sell the option on a factory site for ten thousand dollars, but in order to hold it he will have to put up twenty-five hundred dollars the next morning. He doesn't know where or how he can raise this amount. Mary wants to help him, but dares not let him know about the \$2,000 which she has saved. She fears that it might be lost, and with it their future home in the country. Then she thinks of a way to help her husband, and yet protect the \$2,000. She arranges it with Mr. Beecher, their next-door neighbor, lending him the \$2,000 to lend to her husband.

About this time the Beechers are having another row over money matters. In desperation, Beecher says to his wife, "There you go—money, money, money—can't you ever think of anything but money?"

By this time Alden has put through the real estate deal and made a handsome profit and he returns the \$2,000 to Beecher, together with \$500 as his share of the profits for lending him the money at the critical time. Later, as Beecher is turning this money over to Mrs. Alden, Mrs. Beecher sees the transaction from her window.

She rushes into the Alden apartment and there is a scene. After much explanation on all sides, and a great deal of discomfort for Mrs. Alden and Mr. Beecher, the whole transaction is made clear.

Alden, feeling very much hurt, says, "I see, you don't trust me—but you trust Beecher. You thought I'd take your money."

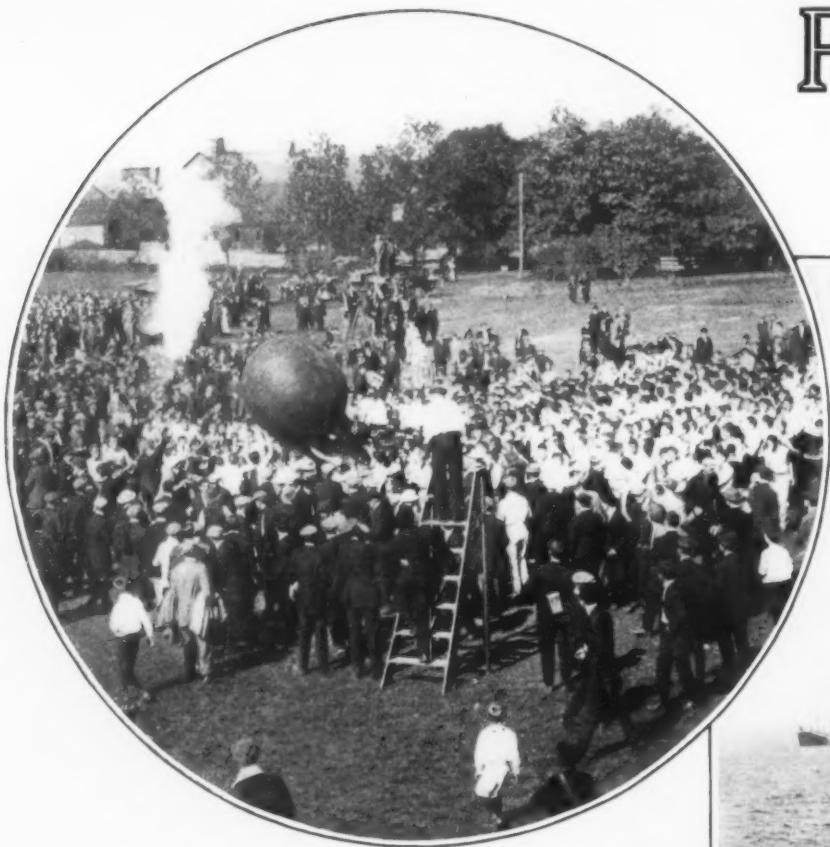
He asks her where she got the money and when Mary tells him that she saved it out of what he had given her for household expenses, he says:

"Then you didn't work for it—didn't earn it."

"Yes—I earned it," replies Mary, heatedly. "By the hardest work a woman has to do—and the worst paid. I watched the pennies—I haggled with tradesmen—I denied myself—I did without—you will never appreciate the economies I practiced—only a woman would understand—it took me years."

But Alden's pride is so hurt and the misunderstanding is so great that he leaves his wife, although he sees that he is breaking her heart. She buys her little place in the country and starts raising chickens. A year goes by, and Mary has succeeded. By this time Alden realizes his mistake, and after the usual heartrending formalities when estranged couples come together, they make up.

Pictorial Digest of



THE NEW COLLEGE GAME OF "PUSH BALL"

An exciting moment (the first goal) in the "Push Ball Scrap" between the freshmen and sophomore classes in Pennsylvania State College, situated at State College, Pa. The interesting contest was held on Oct. 4th and was won by the sophomores, with a score of 9 to 0.



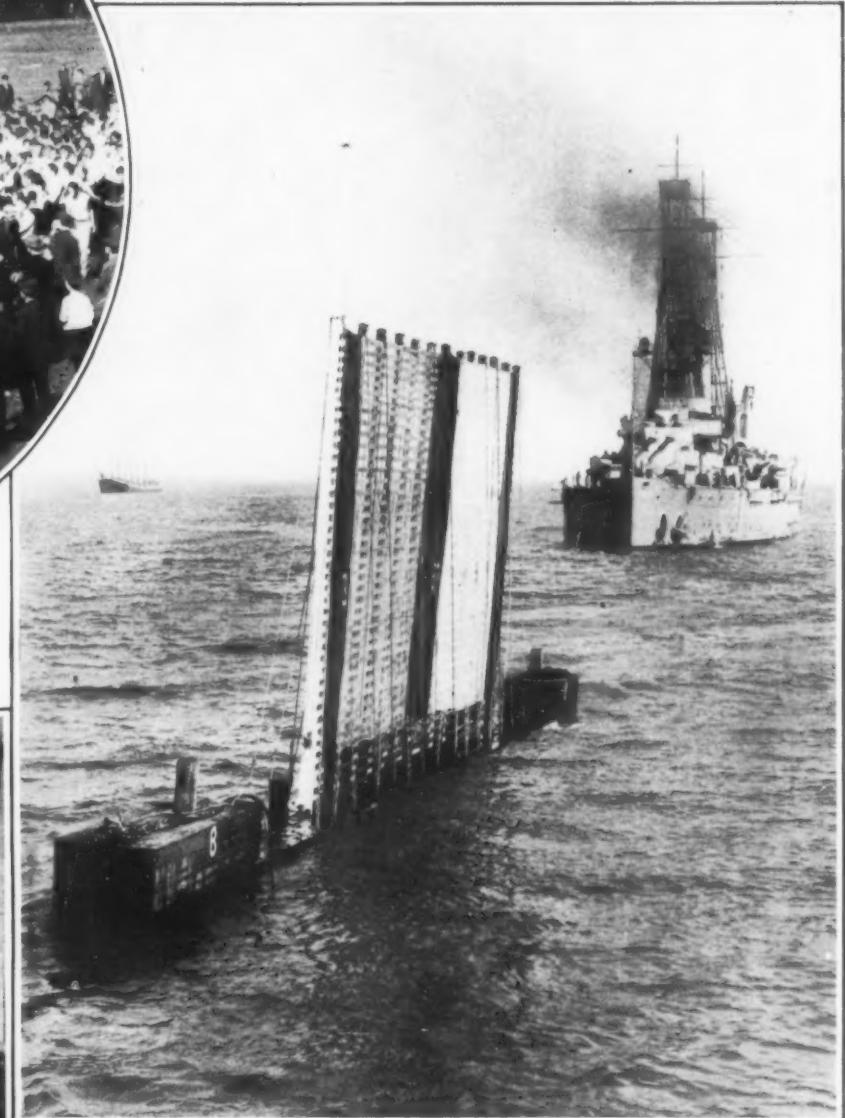
A CENTURY OF BRITISH-AMERICAN PEACE

Hon. Oscar Straus, at Lord Grey's Northumberland home, England, seconding the motion for a celebration on Christmas Eve of next year of the one hundredth anniversary of the Treaty of Ghent, which ended the War of 1812-14. It is proposed to purchase Washington's ancestral home in England, to place a statue of Washington in Westminster Abbey, to erect memorials along the Canadian boundary and elsewhere, to create a park at Niagara Falls, to build an International Peace Bridge over the Niagara River, and to take other steps to foster friendly relations between the two great Anglo-Saxon nations which have maintained continuous peace with each other for a hundred years.



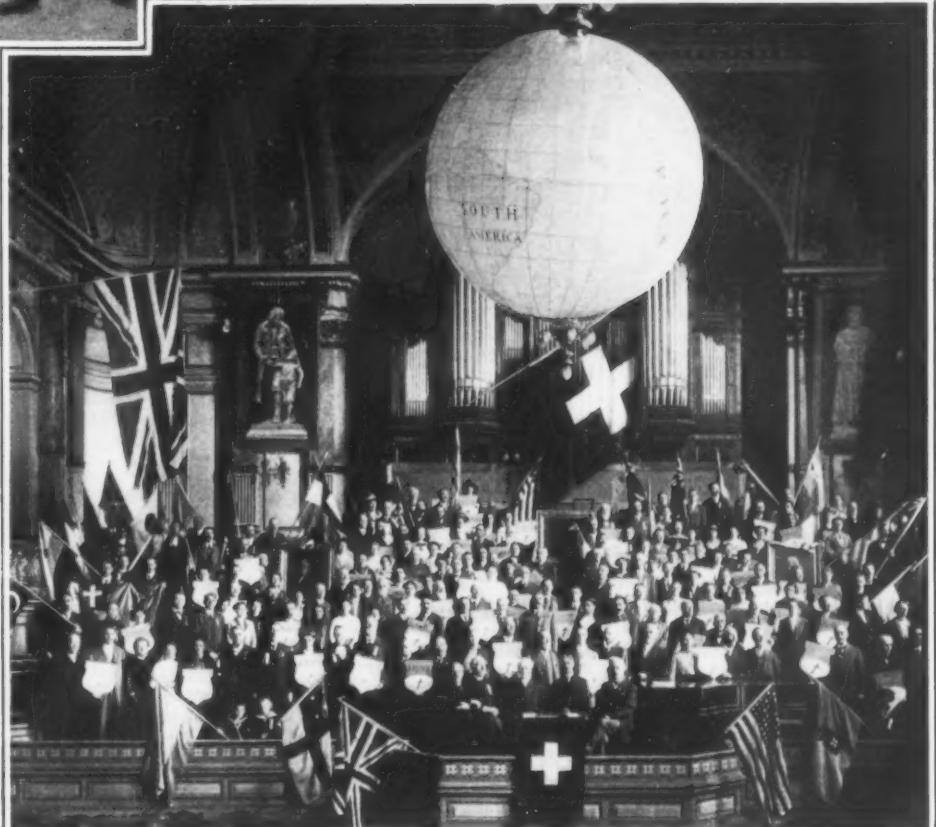
MRS. PANKHURST RELEASED FROM ELLIS ISLAND

The recent landing in America of the famous militant leader of England, just after the order had been received from Washington to release her from detention and on her own recognizance. She came ashore in great humor and was joyfully welcomed by American suffrage leaders.



A NAVY TARGET WHICH REQUIRES FREQUENT REPAIRING

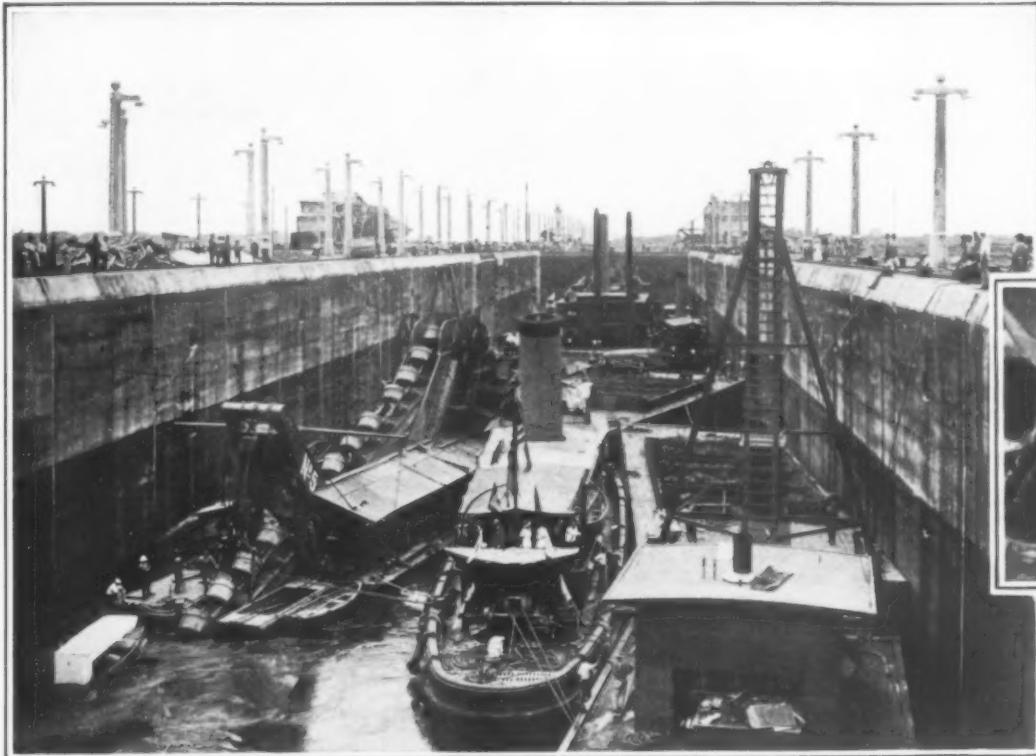
The dreadnaught "Nebraska" and its floating target, which is used in the navy's practice with the big guns. The target is towed at a speed of about five miles an hour and the gunners on the battleships five or six miles away have no difficulty in filling it full of holes. This year's target practice was witnessed by Secretaries Daniels, Garrison and Redfield.



THE WORLD'S SEVENTH SUNDAY SCHOOL CONVENTION AT ZURICH, SWITZERLAND

A view of the stage, showing many of the principal officers and speakers. The large globe was made of canvas and lighted at night with electricity. Above it hung a red cross which contained concealed lights and this cross shown upon the world. The next convention will be held at Tokio, Japan, in 1916.

the World's News



CANAL MACHINERY IN MOTION AT GATUN
A view of the upper of the three Gatun locks, looking toward Gatun Lake. Note the giant dredge on the left, the buckets of which will scoop up the debris from Culebra Cut, which is now nearly filled with water.



QUEEN OF "APPLE DAY" IN CALIFORNIA
Miss Ruby Brite, of Tehacapi, Cal., who was chosen queen of the Fourth Annual Apple Show. The "royal throne" on which she is seated is one of the beautiful chairs which are made in the Hawaiian Islands.



WHAT THE SLIDES IN CULEBRA CUT MEANT TO THE ENGINEERS
The pile of earth shown in the central part of the picture does not look formidable, but there are forty-seven acres of it. Part of this great mass was taken out with steam shovels and the suction dredges have been at work since the flooding of Culebra.



PRISONERS OF THE CANAL ZONE
An unusual photograph, showing a large group of convicts and other prisoners of the Canal Zone government, taken as they were watching the explosion of the forty tons of dynamite which blew up Gamboa Dike.



"MONGOLIAN HORSEMAN," BY LENTELLI
One of the figures in an allegoric group entitled "Nations of the East," which is to beautify the Panama-Pacific Exposition, San Francisco. The group as a whole was the conception of the brilliant American sculptor, A. Stirling Calder.



SAN DIEGO HONORS THE MEMORY OF CABRILLO
Replica of the caravel of the famous navigator Cabrillo, in a parade at San Diego, Cal., on the occasion of the dedication of the site of a monument to him on Point Loma. Cabrillo, a Portuguese in Spanish service, was the first European to enter San Diego harbor and to explore the lower coast of California, in 1542.



EUGENE ZIMMERMAN
The noted cartoonist, "ZIM"

The Old Fan Says

By Ed A. Goewey Illustrated by ZIM



ED A. GOEWY
"The Old Fan"

less keenly felt by the supporters of the Giants and the enthusiasm of those who followed the Athletics' fortunes has cooled somewhat, we can discuss the series calmly and without prejudice and feel that the rooters generally will note the points we make through impartial eyes.

"Of course, after every such big engagement, there is always an army of 'I told you so' fans, but, as a rule they really failed to offer the correct dope until after the series had actually started. But this year we are going to take front seats on the forecasters' bandwagon, and we can prove our right to the place. In our little talk which was published way back in December, 1912, you will find that yours truly picked the Giants to win the National league pennant and the Athletics to capture the flag in the American organization, and that on July 17 of this year it will be found that I picked the Philadelphia outfit to win the championship of the world this season.

"And the results proved that I was correct and that my prognostications regarding the teams' capabilities were O. K. The Broadway boys were beaten to a pulp and the series, as a whole, was one of the saddest exhibitions, at least as far as the McGrawites were concerned, seen in many a year. But we will discuss the five battles which sent the big purse and the 1913 gonfalon to the Quaker City later on; for the games resulted in demonstrating something

of far greater importance to baseball followers generally and the outside public in particular than which was the more capable outfit. That something was the absolute honesty of the national pastime, in favor of which you and I and every other fan have argued for years. There is a certain class of people, large in number, who insist that everything and everybody are dishonest until absolute proof is advanced to the contrary. These over-suspicious individuals long ago fastened upon baseball as an object of their spleen and year after year insisted that the world's series was not played on the level and that the games were manipulated so that at least six or seven had to be played that those directly interested might reap the full financial harvest.

"Last season, when the championship fight was so cleverly contested that it was found necessary to play an extra game to determine the winner, there were shouts of mingled joy and derision from the 'knockers,' and they kept repeating 'we told you so' until their throats were sore. This year, when the club officials in both Philadelphia and New York announced that reserved seat tickets would be sold only in blocks of three, with the understanding that they would be good for a trio of games in each place, provided it required six trials to settle the big question, the fault-finders pointed out that things had been 'fixed' so that the teams would meet at least half a dozen times to give battle.

"But how their calculations were upset and their criticisms hurled in their teeth is now a matter of history. There were but five contests and the Athletics took the last three of them in a row. This meant that the officials of the Philadelphia club were compelled to return about \$50,000 that had been paid in advance for seats for the sixth game, the playing of which honest sportsmanship made unnecessary. After this when some carper starts to question the fairness of the sport we all love best, just remind him of this incident. It ought to be sufficient to convince anyone that baseball is absolutely 'on the level.'

"And out of this grew something that makes me chuckle with joy and satisfaction every time I think of it. The ticket speculators, whom most fans consider in a class with touts, gamblers and other enemies to true sport, apparently reasoned along the same lines as the baseball 'knockers' and figured that there would be at least six games. Accordingly they willingly paid five dollars in advance to persons holding seats for the sixth contest which had been sold at the box-office in Philadelphia for three, and for higher priced seats they spent a proportionate advance. When the sixth battle was declared off and these gutter pasteboard peddlers were forced to redeem their tickets at their face value, they set up a wail that sounded like the chorus of a pack of starving hyenas. I am tickled to death to state that they were stung and stung hard in their only tender spot (the pocketbook), and lost much of the profit they reaped on the first five games. Perhaps even this class of gentry is now convinced that baseball is honest, even if they deliberately break the laws and sell tickets above their face value.

"As you no doubt noted, the stories published over the signatures of many star ball players were fully as silly and contained as much misinformation as in the past. Of course the magnates permitted the perpetration of the miserable stuff, just as everyone thought they would do; their advance bluffs to the contrary notwithstanding. However, they have solemnly promised that this more or less faked form of literature shall not be foisted upon the public in the future and it is to be hoped that they mean what they have said, and this brings us to the misguided or over-enthusiastic gentlemen who, day in and day out previous to the championship clashes, printed the statements that the Giants would win the series and that the wonderful pitching staff of McGraw would more than balance the hitting strength of the Athletics. To those who had studied the situation carefully and with unprejudiced understanding, these claims always appeared foolish.

"The twirling outfit of the New York team never should have been classed as superior to that under Connie Mack. To be sure Mathewson, Marquard, Tesreau and Demaree went through the National league season in good style and landed the Giants out in front by a fair margin, but the fact should not have been overlooked that the remainder of the team were able to hold their own remarkably well with the members doing the fielding, hitting and base running for the other outfits in the parent organization. But the friends of the Giants pinned their faith on the quartette of twirlers and stood pat. Well, of the four, just one man lived up to expectations, and he was Christy Mathewson, the hero of the series from the New York viewpoint. The work of the other heavies was very ordinary and the Mack slingers pounded them early and often.

"We must admit that the McGrawites were sorely handicapped by injuries to Meyers and Merkle and the fact that Snodgrass's 'Charlie horse' clung to him throughout the series. But the supporters of the Metropolitan outfit have argued that the 'second string' of players was practically as good as the regular lineup and could fill in

with credit in an emergency. Well, the members of the 'second string' called upon were largely a fizzle and when their mediocre work was added to the unusually poor playing of most of the regulars, it was small wonder that the Athletics won in a canter, stumbling only when old Matty stood in their way. The crippling of Catcher Meyers was the Giants' severest handicap. McLean, who took his place part of the time had a splendid record with six safe hits out of 12 times at bat and fielded perfectly. But his legs were not what they should have been and when he made a hit some one had to go in and run for him.

"Wilson, who relieved McLean as catcher, failed to make a hit and struck out twice. Herzog, who covered third in place of Shafer, was the biggest disappointment of the series. In 19 times at bat he hit safely just once, making his percentage for the series .053. Many believe that McGraw would have done better to have Shafer at the third cushion and taken a chance with the speedy Cooper in centre. Shafer was not a success in the unfamiliar field position apparently misjudging many flies which would have been caught easily by a seasoned centre fielder. And, perhaps annoyed by his poor success, he was unable to keep up to his regular hitting stride, for he bunted safely but three times out of 19 chances. Doyle had three errors during the series and hit safely but three times in 20 trials.

"In fact, going right through the records, there is little on the Giants' page to praise but McGraw's work in trying to hold his team together and the efforts of Matty, who won the only game that went to the credit of New York. Christy hit safely three times out of five tries at bat and might have won the second time he went on the mound had he been given any kind of decent support. After Christy had won his game, Collins, the great star of the Athletics, announced that the next time he twirled the Phillies would hit him freely. And did they? Well, hardly. In fact they secured one less hit than in the old master's first engagement. Another argument in favor of what he'd have done with a real team behind him.

"The batting average of the Athletics for the series was .266 and they made 46 singles, four doubles, four triples, two homers, sacrificed five times, stole five bases, were passed five times and made 16 strikeouts. The Giants' batting average was .202, and they made 33 singles, three doubles, one triple, one homer, two sacrifice hits, stole five bases, were passed eight times and made 19 strikeouts. Bender was the only member of the Philadelphia team who failed to hit the ball safely. McInnis and Strunk, with .118 each, were the next lowest, while Baker was highest with .450 and Collins next with .421. Of the twenty members of the Giants who took part in the battles, nine had a batting average of .000. Herzog's .053 was next, while Matty topped the list with .600 and McLean and McCormick were next with .500 each. The fielding average of the New Yorkers was .985 against the Phillies .967, but the Giants' errors were more costly and they misjudged the greater number of flies.

"I do not think that either Bender's or Plank's pitching was up to their old time form, though the latter showed wonderful skill in the final struggle when he permitted but two hits. But, had the club pitted against them been an A1 organization, I doubt if they would have pulled through successfully. The remainder of the championship team was practically perfect and as a machine worked as smoothly as the Cubs in their best days under Chance and the Superbas when Ned Hanlon had them beating all comers. Perhaps the Athletics will not be as strong again for some time. They will enter the 1914 race odds on favorites, but unless the other young twirlers can give Bush able assistance in bolstering up the aging Plank and the veteran Bender, the Washingtons and Naps, and possibly the White Sox, may give the Mack aggregation much trouble. As for the Giants, I think they will have some rocky road ahead of them next year.

"Every team except the Reds and the Cardinals should have a look in for the National pennant, but perhaps they will all stumble and flounder as the Pirates, Cubs and Superbas did this season, though they had the material, apparently, to make a splendid fight. The Quakers are always an uncertain quantity, but if Seaton and Alexander are helped out by one more capable twirler, they may start the race with a rushing getaway and set the pace right along. There are rumors that McGraw, who has often been criticized for holding fast to men for sentimental reasons after they have seen their best days, has had his eyes opened by the recent championship series and will push another infielder, a new outfielder and a catcher to assist Meyers into the line up in 1914.

"The total attendance for the five games was 150,692. The total receipts were \$325,980, of which the players received \$135,163.89, the National Commission \$32,593 and the club owners, equally divided, \$158,218.11. The members of the Athletics received \$3,243.94 each and the New York players \$2,162 each.

"In the second game of the series, which the Giants won by a score of 3-0, Mathewson and Plank, who were arrayed against each other, pitched just 242 balls. The work of the twirlers throughout that match was wonderful and the feats they accomplished on that memorable occasion will long be talked about; but at every stage of the contest the big right-handed New Yorker had the better of his Philadelphia rival. In all Christy heaved 104 balls and Plank threw 138. It was in the tenth session when the latter cracked and was compelled to pitch 24 balls to the eight men who faced him, that his total was given a tremendous boost and his record received a jolt. Four times Christy retired his opponents with less than ten pitched balls, his feature performance being in the third frame when the Athletics went out on five pitches. In the second inning he was required to throw only seven, the fifth was ended with eight and in the tenth, after the Giants had taken the lead, only nine pitched balls were needed to retire the slugging trio, Oldring, Collins and Baker. Matty's hardest work was in the fourth inning when he had to pitch eighteen balls. The Athletics caused no great worry in this frame, but Strunk went the full string before drawing a pass and this pushed up the New York twirler's figures quite a little.

"Four times during the game Plank was compelled to go as high as or higher than his rival's top figure before the Giants were retired. The fifth and ninth innings required Plank to make 18 pitches each, the third produced 20 and the tenth called for 24. In the eighth frame the Philadelphia twirler made his best showing, but nine pitches being necessary. Burns had the double distinction of striking out once on three pitched balls and being passed to first on four wide ones. Lapp and McInnis also fanned on three pitched balls. Baker's single in the eighth inning was the only hit of the game made on the first ball tossed to a batsman."



Bender, the mighty Indian pitcher



He couldn't make him jump through



Plank, the Athletics' clever twirler



Out in the cold



"Chief" Meyers, the Giants' standby backstop



Wilbert Robinson,
New York's dependable coach

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Making It Hot for the Homesteader

(Continued from page 443.)

in Alaska. He assured me that this tract was one of the best investments that I would find in Alaska, and he told why. It was within the city limits, he said, and the owner had a deed to the land from the town-trustee. This fact did not excite me, for I expected a deed with anything that I might buy, but the friend amazed me with the information that this vast estate of thirty-five acres was the only large tract of land within several hundred miles of Fairbanks which had been patented! And a farm that has been patented in Alaska is apparently much more rare than one highly fertilized with gold quartz. But I didn't buy.

I kept my eyes open for another strategic location and found it at Cordova, on the south coast. Cordova also is sure of a future; it has the best harbor in Alaska, and the railroad to Fairbanks is almost sure to start from Cordova. I took it for granted that all the choice water-front property had been gobbled up, but I reasoned that I might pick up a swamp or a hillside at a bargain-counter price.

What happened was somewhat amusing. Two of Cordova's leading citizens—one of them being a real-estate man—sat with me and talked (for publication) about Cordova's greatness; they tried hard to convince me of what I already believed. Finally I asked if there were any land lying around loose. Oh yes, plenty of it! But when I had made it clear that I was in dead earnest and that I wanted to buy it then and there and with real money, they admitted that the only land with a title was that laid off in town-lots; and their advice was that these could best be bought from the railroad company. I gave the real-estate man my address and he promised to notify me if he found any acreage near Cordova which could be bought. I am still waiting for the answer!

One of the most illuminating discussions on the situation in Alaska as it applies to homesteaders is a conversation that took place before one of the sessions of the U. S. Senate Committee on Territories. Mr. W. B. Greeley, representing the Chief Forester, was on the witness stand and Judge Wickersham (the Delegate from Alaska) was asking embarrassing questions. The official testimony is as follows:

Mr. Wickersham: Suppose I went up there and found a piece of land that was sufficiently good in character to make a good homestead and wanted to take up a claim as a homestead. What would I have to do under your rules and regulations?

Mr. Greeley: You would submit an application for the land, describing the claim you wished. The land would be examined as soon as possible, and if found to be agricultural land and valuable chiefly for agriculture, it would be listed with the Secretary of the Interior and opened to homestead entry, and you would then have a preference right of 60 days in which to file.

Mr. Wickersham: You realize, of course, that takes a long time?

Mr. Greeley: Yes.

Mr. Wickersham: A man has to go out first and find the land.

Mr. Greeley: Yes.

Mr. Wickersham: Then he has to make a formal application, to whom?

Mr. Greeley: To the local officer there.

Mr. Wickersham: Then what happens after he makes that application to the local officer? Where does it go?

Mr. Greeley: If his application is made to the ranger it would go to the supervisor at Ketchikan.

Mr. Wickersham: Eight or nine hundred miles away?

Mr. Greeley: Who would then have the land examined?

Mr. Wickersham: And the supervisor would send some man back there to examine the land?

Mr. Greeley: Yes, or have the local ranger examine it.

Mr. Wickersham: Then where would it go?

Mr. Greeley: Then it goes, with this recommendation, to the district office at Portland.

Mr. Wickersham: Then what happens to it?

Mr. Greeley: Then what do you do with it?

Mr. Wickersham: Here we act, approve or disapprove the recommendation, and if the land is recommended for listing, it is sent to the Department of the Interior for action.

Mr. Wickersham: Then what do they do in the Department of the Interior?

Mr. Greeley: In the Department of the Interior they notify the local land office to advertise the land.

Mr. Wickersham: At Juneau?

Mr. Greeley: I think for a period of 30 days.

Mr. Wickersham: To advertise it, to describe it?

Mr. Greeley: To advertise that such and such described tracts of land are open for entry.

Mr. Wickersham: How will you describe it?

Mr. Greeley: Do you mean if it is unsurveyed land?

Mr. Wickersham: Yes.

Mr. Greeley: It is described by metes and bounds and surveyor's plat.

Mr. Wickersham: Do you have to have a survey?

Mr. Greeley: We survey it.

Mr. Wickersham: How long does that take?

Mr. Greeley: That is made at the time of the examination.

Senator Jones: At whose expense do you make the survey?

Mr. Wickersham: At our expense. You may know, sir, if the applicant wishes to begin residence on that land immediately, he may do so under permit from the supervisor. If the supervisor regards it as agricultural land, he may issue a permit immediately to occupy it.

Mr. Wickersham: You can not even occupy it until that permit is issued, can you?

Mr. Greeley: No, sir.

There is a lot more to this story of becoming a farmer in Alaska but this is enough to show that the Government is apparently wasting public money in paying salaries to the gentlemen in the Land Office who sit up nights devising new knots of red tape to keep bona fide settlers from locating in Alaska.



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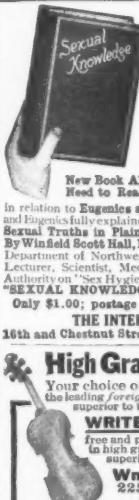
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I do not envy lovers who have never found their love betrayed, who love but once and journey through life by one little passion swayed; for they have never gladly laid aside the false love for the true, and they have missed his splendid thrill who, having loved in vain, can still forget the ache and love anew.

I do not envy him whose days have all been peaceful days and bright, who has not looked with envious gaze on luckier men who scorned his plight; for he has never won the right to proudly listen to the praise which is reserved for those who gain their honors after bitter pain and many storms and long delays.

S. E. KISER

A Newspaper's Semi-Centenary

OUR neighbor, the Paterson Daily Press, has just observed its fiftieth anniversary by giving a banquet and a theater party to its employees. As newspapers go, this is not a long life, but more than half of the daily journals of to-day were born since Paterson's big paper first saw the light, back in the middle of the Civil War. LESLIE'S was here eight years before the Daily Press was founded. Born in 1855, LESLIE'S is the oldest illustrated periodical in the United States. At its birth Franklin Pierce was president, the country had only thirty-one states at that time, as compared with forty-eight now, and it had less than a third of the number of inhabitants that it has today. The Civil War was far in the distance, and Lincoln, Grant and most of the other great figures of the war era had not been heard of at that time. A great deal of interesting history has been made in the past half a century, and the Paterson Daily Press has helped to make some of it. That journal is one of the institutions of a great and growing community. It represents the progressive spirit of its State ably and acceptably. LESLIE'S tenderly congratulates its neighbor on the other side of the big river, and hopes that it will be more prosperous and enterprising in the future even than it has been in the past.

Another Hit by Leslie's

THE effective full-page display of the Consolidated Manufacturing Company published last week, calling attention to the merits of the 1914 Yale motorcycle, is followed in this issue by a colored full back cover page announcement of the Harley-Davidson Motor Company. These are the results of an exceptionally successful advertising campaign carried on during the past year in LESLIE'S by the leading motorcycle manufacturers. But it is with pardonable pride that we call attention to the fact that never before has the entire back cover of a magazine of national circulation been used by a motorcycle company, and we feel, therefore, that we are well entitled to term this "Another Hit by LESLIE'S." The selection of LESLIE'S on such a large scale by these prominent motorcycle concerns is not only an evidence of the esteem in which LESLIE'S is held by such advertisers, but it forms an indubitable proof of the stability of the modern motorcycle business and its high position among the important industries of the country.

Books Worth While

FREIGHT RATES, by John P. Curran (By Text Book Pub. Co., Chicago). Every detail of the bases and structures of rates, commerce regulations, rate history, etc.

THE CONTROL OF TRUSTS, by John Bates Clark and John M. Clark (Macmillan Co., New York, \$1 net). A new and enlarged edition; the authors propose a system of regulating competition.

THE NEW PACIFIC, by Hubert H. Bancroft (Bancroft Co., New York, \$2 net). A convenient book of reference, covering all the shores washed by the Pacific.

THE DOMINIE OF HARLEM, by Arnold Mulder (A. C. McClurg & Co., Chicago, \$1.25 net). An enjoyable and very human tale of how a young, progressive and enthusiastic minister broadens the study of Dutch farmers in the remoter section of Michigan.

THE SUPPLANTER, by Grace Duffie Boylan (Lothrop, Lee & Shepard Co., Boston, \$1.25 net). A book that has created its own niche by its new theme. The whole is a misere of a woman's soul, beautiful, tender and touching.

THE NEW MAN, by Jane Stone (Thos. Y. Crowell Co., New York, \$.75 net). A dramatic novel of New York life and white slavery. The author uses one character to voice her own strong news on the great sex question.

DOCTOR LEWIS'S VACATION, by Amy Brooks (Lothrop, Lee & Shepard, Boston, \$1.00 net). A charmingly interesting juvenile for the little girls.

LEAVITT SCIENCE, by C. Franklin Leavitt, \$1.00. A new book on an old subject—mental healing—treated in clear, simple and understandable language.

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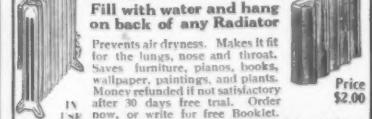
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Flying in a Zeppelin Air Ship

(Continued from page 443)

framework. One, two, or even more of these compartments can be emptied without endangering the safety of the ship. Underneath the balloon three cars are suspended. In the forward one is a 145-horse-power motor which drives a pair of two-bladed propellers at a speed of 500 revolutions per minute, while in the rear car are two 145-horse-power motors capable of driving a pair of four-bladed propellers at the same speed. The combined engines develop a power sufficient to drive the airship at forty miles an hour. The steering gear is in the forward car, as the ship is navigated from this place. It required a crew of eight persons to manage the ship and these are named like the officers of an ocean liner.

The passenger cabin is car number two and is suspended directly beneath the center of the balloon; it can accommodate twenty-four persons, although that number is seldom carried. The cabin is made of aluminum painted to represent mahogany and is fitted out like a Pullman observation car with large comfortable wicker chairs. A steward always accompanies the fliers, and light refreshments are served if the passengers desire them. Of course, there is no cooking done in the air on account of the danger of fire so near the gas. Smoking, too, is positively forbidden—not only in the car but about the hangar.

Finally, about 5:30, Captain Blue, the commander of the airship, and Herr Schmidt one of the directors of the Airship Company, walked into the hangar. A few minutes later the soldiers were tugging at the ropes and the *Victoria Luise* came out into the sunlight.

The flying party became excited when the steps to the cabin were let down and we all followed the balloon which was moving across the field. Finally the purser began to call our names, and each of us made a sort of flying leap and landed safely on the shaky steps. The official photographer came upon the scene a few moments after the last person climbed into the car and we were all asked to "look pleasant," while the picture was being made. And people gathered about the airship just as they do when an ocean liner is ready to start. Soon somebody shouted "They're off!" and the balloon rose slowly, producing such a pleasant sensation that we were several hundred feet above the ground before we realized it.

The steward has another mission besides serving the passengers—he keeps the number in the balloon from being thirteen. Should the passengers number thirteen he is counted as a person, which, of course, does away with the hoodoo. If twelve passengers are taken he is counted merely as a steward, so again the fatal thirteen is avoided. "It is remarkable how many people scare at that number," said one of the men at the hangar.

I ordered a bottle of soda and fastened it in the bottle rack beside the window where I had taken my stand and drank it when we were too high for picture-making. It was nearly seven o'clock when we flew over Berlin and the light was getting poor for rapid photography, but I managed to secure several good negatives. We moved rapidly over the German capital at a height of perhaps six or seven hundred feet. Hundreds of people gathered on the streets to watch the flight, which was exceptional on account of the clearness of the atmosphere on this particular day. While we were passing over Berlin we flew along the railroad track for a mile or two, and at another time hovered over the Palace. Returning to Potsdam, we sailed over the beautiful forest of Grunewald.

During the entire flight, which lasted one hour and twenty minutes and covered a distance of forty miles, there was not the slightest thing to cause the most timid person alarm. Once or twice the balloon dipped gently like a big steamship in a gentle swell, but unless you were looking forward from one of the windows even this was imperceptible, and I began to think how delightful it will be to cross the ocean in this way; and the time may not be far distant when this will be done, for it is well known that Count Zeppelin has long had such a thing in mind.

The sensation of flying in the *Victoria Luise* is entirely different from that of flying in an aeroplane, for the latter is full of excitement and noise, with cold winds blowing on every side, while in a Zeppelin all is peace and comfort and one seems to be gently gliding through space with a feeling of perfect safety. I can truly say that I was sorry when we came in sight of the hangar. A few minutes later we landed.

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Jamaica is a Mecca for tourists from America, and a happy land for the traveller from anywhere. With its mountains and valleys and streams and springs, its luxuriant tropical growth and wealth of orchids and rare Southern flowers, it is one of the most enchanting islands of the fascinating West Indies. Kingston, its capital, is a large, busy and beautiful city. It is almost Oriental, for its populace includes people of many races and travellers from all parts of the globe. Jamaica is noted for its good roads; and, as "all roads lead to Kingston," this city is a splendid stopping-place while visiting Jamaica.

Leslie's Travel Bureau

EDITOR'S NOTE — This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. It is created to meet a special need that shows itself in the numerous letters that come to this office daily, asking how and when to go and what it will cost. In many cases these inquiries duplicate one another and the printed answer to one will give welcome information to others preparing to write. Special travel experts on the LESLIE staff will make this page almost indispensable to the travelling public.

THE SAFETY OF TRAVEL

TRAVEL never was safer than it is to-day. The danger by accident on sea or land has been minimized almost to the lowest degree. A remarkable calculation was recently made, based on statistics of accidents and mileage traveled on American railroads. It was found that the average railroad trip is thirty-four miles. Taking the fatalities on our railroads and dividing them among the number of miles covered, we find that one could take 2,275,000 such trips safely before he would meet with an accident. If a traveler were to ride out this number of journeys, taking two a day for every business day of the year, he could travel for 4,000 years before his accident policy would be due.

Accidents on sea are still less liable to occur, and in these days of wireless telegraphy ocean travel is safer than any other kind. One writer says there is more danger in one day of an accident to a man who walks the streets of any busy city, than there is in six months' travel by railroad or a year's travel by steamship.

In other days, timidity restrained the desire for travel with a great majority of those eager to visit attractive places in their own and foreign lands. But now, with the dangers lessened to such an extent that they have become a negligible factor, timidity does not enter into the matter. Some of the timid ones believe that they are safer while traveling than while at home.

The strict requirements regarding safety appliances on railroads and on the sea, established by governmental regulations, have had no little to do with the safety of the traveler. The promptness with which the railway and steamship managers accept all the latest safety devices emphasizes the fact that they are extremely anxious to remove all possibility of danger to their patrons.

Children are not infrequently sent alone on long journeys across the continent or across the ocean. Though they go unattended, they very seldom fail to arrive safely at their destinations. The same is true also of elderly people and those in ill-health, who formerly hesitated to go on sea-trips unless attended by a trained nurse or members of their families. Nowadays they do not hesitate to go even around the world unattended, because the courtesy of steamship officers ensures their receiving the utmost consideration from the well-disciplined stewards.

Travel is the best education for those whose opportunities have been limited, the best recreation for those who can afford it, and the best tranquilizer for the over-worked. And Americans are the greatest of all travelers.

T., Vancouver, British Columbia: I only advise in reference to routes of travel and vacation matters. I am unable to advise regarding opportunities for business in any quarter.

R., Franklin, Tenn.: You can go from Atlanta to Jacksonville via Southern Railway. Ask at your local station for a Southern Railway folder. If you cannot get it there you could get it at any hotel, or we will forward one to you.

H., Frankenmuth, Michigan: It would be advisable for you to get a map or guide at your local bookstore, or you could get them by writing to a book dealer in your nearest city. Then lay out your general route and I will advise you as to the easiest-detailed routes. The direct line to Hamburg might be the best. Folders are being forwarded to you.

M., Fort Worth, Texas: The rate on the second-

class steamers to England ranges from \$52.50 up. The first sailing on the White Star Line of this class of steamer will be on November 7th. Pamphlets are being sent you covering White Star, Hamburg-American, and Cunard Lines.

P. S., New York City: Living in New York City as you do, it is very easy to drop into any of the tourist agencies and obtain the information you desire.

G., Richmond, Va.: Some of the large lines are devoting their older ships to second and third-class passengers. You can go to Europe on these steamers as first-class passenger for as low as \$52.50. Circulars are being mailed you.



PETROLEUM WELLS IN TRINIDAD
Near the great asphalt lake of Trinidad, from which comes the largest part of the world's asphalt, are many wells supplying asphaltic petroleum. Gushers lately struck have been supplying oil at the rate of 30,000 barrels daily. Recently a great fire was reported in this petroleum district. It was of such gigantic proportions that smoke could be seen as far away as the city of Port of Spain, forty miles distant.

In answering advertisements please mention "Leslie's Weekly."

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No special room needed. For \$1 or (depending on size and style), and a small amount monthly, you can have your own Table, Balls, cues, etc., free. Sizes, up to $\frac{1}{2} \times 9$ ft. (Standard).

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FREE TRIAL — NO RED TAPE. — On receipt of first installment we will ship Table. Play on it one week. If you are not satisfied return it, and on its receipt we will refund your deposit. This insures you a free trial. Write today for illustrated catalog giving prices, terms, etc.

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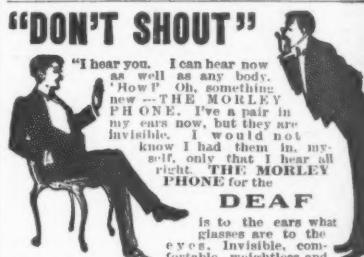
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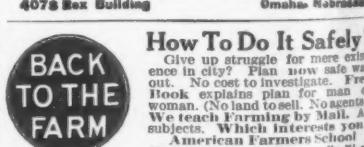
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Trade Dollar 1885 sold for \$1140. D cents 1876 CC \$230, \$1 gold 1861 D \$230, \$3-1870 S \$1450. Equally high premiums on thousands of coins, stamps, books, paper money.

ILLUSTRATED CIRCULAR FREE.

VONBERGEN, the Coin Dealer, Dept. F. L., BOSTON, MASS.

In the World of Womankind

Written for Leslie's by KATE UPSON CLARK

EDITOR'S NOTE—This department will be devoted to the use and the profit, and especially to the pleasure, of girls,—all kinds of girls, rich and poor, plain and pretty, gay and grave, wise and otherwise,—and they are invited to read it, contribute to it and comment upon it, approving or disapproving as they see fit. Their letters will always be carefully read and considered. They can reach Mrs. Clark quickly by addressing her care of Women's Department, Leslie's Weekly, 225 Fifth Avenue, New York City.

THE "GENERAL-HOUSEWORK" SERVANT

The acute stage which the servant question has reached has been remarked by nearly everybody.

It has been foretold, and in rather authoritative quarters, that the "foreign exclusion act" is going to meet its Waterloo from just this cause—that our fatigued and exasperated housewives are not going to wear themselves out with the doing of household drudgery, which no American will do for them under any inducement, while the countless hordes of strong-armed and willing laborers of China and Japan are ready to rush in and do it, if they will only be allowed.

The wife of a well-known literary New Yorker (in modest circumstances as becomes the "well-known literateur!") is in despair over her failure to secure what is called a "general-housework" girl. There are only three persons in her family, and she has offered to pay \$35 per month, and yet neither through intelligence offices nor advertising can she get any sort of a helper. "If you only didn't live in a house, madam," one agent told her, "I might find somebody for you. The girls will live in flats nowadays but they don't like the stairs."

While this lady was waiting in one of the offices, another came in, who was in an even worse case. She had sickness in her family, which consisted of only four persons. (It is a crime in the eyes of the modern servant for employers to have more than three in the family.) She lives in one of our most beautiful suburbs, and is completely worn out with the housework, the necessary waiting on the excellent trained nurse, and all her care and anxiety. She cannot afford to keep more than one servant, but will try to pay the exorbitant wages likely to be demanded if she can only get somebody—anybody.

"I'm afraid I can't help you, madam," said the agent, shaking her head. "It's many a day since I have had a girl who was willing to do general housework in any house, let alone in a suburb. You can't blame them. The evenings are dull there, and they are a good ways from their friends, and there are always plenty of places in apartments in the city—so what are you going to do?"

The poor, tired woman knew what to do. She burst into tears and rushed out of the room.

AN HONEST JEWELLER

Other jewellers may not thank us for telling this story, but it is so creditable to the city of Boston where "our hero" lives,

that it ought to be told. A lady residing in a suburb of that famous town, sent her diamond ring to a well-known shop there to be cleaned. A day or two later she took a journey of several hours. When she reached her destination, she removed her glove, and lo! the diamond had come out of her ring. A diligent search failed to reveal the lost stone. She waited until her return to her home, and when the diamond could not be found there, she went to the jeweller and told her story.

"I am afraid that you loosened the stone when you cleaned it," she concluded. She had little idea that he would agree with her, but to her surprise, after carefully examining the setting, he admitted, "I am afraid we did. I beg that you will select from my unset stones a diamond of about the size and quality of your old one, and I will give you back your ring, looking as near as possible as it did when it was new." And he never charged her a cent! Of course, he knew who the lady was, and that he could trust her to tell a true story. But even so, how many jewellers would do as much as this?

HOBBLE SKIRTS AND HIGH HEELS

Even the most sensible women, if forced to buy ready-made garments, as we all are occasionally,

have to put up with hobble skirts, which nearly trip them when they have to mount into an open car, or step over a ditch. The Pennsylvania Railroad has figured out that the hobble skirt, and its twin sister, the high heel, are the chief causes of the injuries

to women in their stations. Nine out of ten of the persons injured there have been women, during the last three months; and in ninety per cent of the accidents the hobble skirt or the high heel has been to blame.

The ready-made suit is worn to a very great extent. The price of dressmaking is too high for most women to afford to have their gowns made to order, and the work is too hard and long for the majority to do it themselves. Therefore we are very largely dependent upon our merchants, who should see to it that all skirts are made at least two yards around. Women should insist upon at least this width. Any less is dangerous.

As for high heels, in spite of the many pleas that are made for them, they are unnatural and dangerous also. They throw the center of gravity in the wrong spot in the body, thus leading to serious displacements among the organs: and they are far more apt to catch on stairs and ledges than are low heels. This Pennsylvania report should be the decisive factor in the mind of any doubtful person. "The hobble skirt and the high heel must go," should be the motto of every self-respecting and patriotic woman.

A New York woman has just returned from a trip around the world. The trunk which she took with her was naturally covered with labels from the different hotels, steamships and expresses which she had visited or used, and though it had been an unusually expensive and very strong trunk, it was somewhat in need of repair by the time she landed in this city. She accordingly sent it to the place where she had bought it, and asked how much it would cost to have it put in good order.

Imagine her surprise to receive a letter from the firm, telling her that a thorough rehabilitation of the trunk would cost a certain moderate sum; "but," the letter concluded, "if you will give us the trunk, we shall be glad to give you in return a new one exactly like it."

She took the new trunk, wondering what they might be going to do with the old one. If you walk up Broadway, you may see that much-belabelled trunk in some show-window, as an advertisement of what a certain firm's trunks can stand. Why else should they want that weak and wounded traveller?

Inquiry Answered

TAKE YOUR PLACE-CARDS

Dear Mrs. Clark: Should we take our place-cards when we leave the table after a luncheon or dinner-party? I never do it unless they are very pretty. I have often reproved by a friend who saw me leave mine one day without the look here. They were hand-painted, but had a very simple design on them—just a flower in one corner. Surely no hostess would expect her guests to be so sentimental as to carry off perfectly plain cards, especially used just for convenience in seating the party; and these were so nearly plain that I thought it was probably meant that we should leave them! My friend says I was terribly rude. Was I? And if I was, is there any way I can apologize? And if there are favors, is it still necessary to take the place-cards when they are at all decorated?

A. D.

It would seem that this correspondent might judge of the feelings of a hostess herself. A perfectly plain place-card, or, indeed, any such card, is used primarily for a practical purpose, and any hostess would probably disclaim any expectation of having it cherished by a guest as a souvenir: but it is surely a delicate intimation that the occasion has been one worth cherishing if that guest carries away her place-card, especially if it is permanent. Even if it is there a pretty favor provided in addition, it is still a flattering attention if the little "fancy card" is taken with the favor.

In these expensive days, the providing of even five-cent place-cards makes a little heavier the burden to be borne by the hostess. If she is a person of moderate means, any thoughtful guest will particularly appreciate this. She will see that when those cards are left lying at the places, the hostess will be likely to reason, "Now if I had bought fifty-five place-cards, one would have carefully saved her card. My friends thought these poor little things not worth keeping,—just fit to be swept into the waste-basket."

An elaborate luncheon for eight, given at one of New York's most fashionable hotels lately, a dainty meal was provided for each guest as a "favor," and the place-card was in the shape of a hat, colored to match the pretty yellow fans. All took their fans away with them, but only two or three took their cards. Later, the hostess, a wealthy and socially experienced lady, remarked to an intimate friend who has been out of the party, "To think that so many of them should have left behind, to be thrown away, those dear little cards which had taken so much trouble to select!" The friend replied, "They simply showed that they were not quite well-bred." And yet those women were all members of "exclusive social sets" in Manhattan, entertained much themselves and presumably knew the very latest word in the customs of hospitality.

From this and many similar instances the inference may be drawn that there is no fixed rule in this matter, but it would seem to be the best way to save, as though you valued it, your little place-cards unless it is perfectly plain. However there is really no apology to be made if you leave it. Just let the affair pass, and do better the next time.



'SHADOW'—the season's smartest collar—the style that leads wherever the clever dresser is seen. '**'SHADOW'**' is a LION collar with all the exclusive LION comfort features—

The "Pliable-Points." Cannot injure the shirt. The "Slip-Over" button-hole. Fastens in a second. Cannot easily tear out.

The "Easy-Tie-Slide" space. Gained by special LION design. Gives a comfortable channel for cravat to slide easily.

The patented "Lock-that-Locks." Keeps a closed-front collar closed. It's the thing that makes all the difference between a stylish collar and a careless one.

See your haberdasher today and order your '**'SHADOW'** collars. Everybody will be wearing this style a year from today. Why not buy now when all the smart dressers are wearing it.

If you cannot get the new '**'SHADOW'** collar from your dealer—send us his name and 75¢—if in Canada send \$1.00. We will mail you, by return, a box of six collars in the style and size you specify, for 75¢—or as usual 2 for 25¢.

Lion Shirts & Collars

UNITED SHIRT & COLLAR CO., Makers, TROY, NEW YORK

Colt FIREARMS

FIRST SHOT FIRST



More value without extra cost

The COLT is the only automatic pistol with an automatic safety device that does not require thought. That means a whole lot to you. It means that the COLT makes itself safe—doesn't trust to your memory to do that—the COLT won't fire until you want it—it means also that when the climax does come, you can fire the first shot first with a COLT because you don't have to tinker with or even think about "safety" devices.

You simply grab your COLT and shoot—quickly—instantly. You automatically unlock the COLT action when you purposely pull the trigger.

Write for catalog 17.

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The Colt Automatic

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Whether standard securities are a few points above or a few points below the prices of a month ago should not greatly concern you.

Look for values, not at fluctuations. Examine corporation policy, not a single year's balance sheet.

Ask opportunities to buy stocks of time-tested worth at prices much lower than have been generally available to the investing public.

There are many such opportunities now.

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Our guarantee is backed by Capital and Surplus of \$400,000.00 and assets of \$2,500,000.00.

During our entire experience of twenty-seven years no customer has ever lost a dollar invested in these Certificates.

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In investing your money it gives you a feeling of security to know that you have purchased through a firm whose experience and judgment are reliable and efficient. When you deal with such a firm, you eliminate the chances of future loss.

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Ask us for Circular 7 L. W.

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If so it would be well to bear in mind that many opportunities are now afforded you to obtain underlying and first mortgage railroad bonds, equipment bonds and public utility bonds at unusually low prices. High grade securities of these types are in our judgment to be purchased with entire confidence, and we have some very attractive offerings which we shall be pleased to submit for your consideration.

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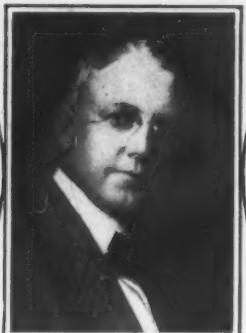
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PANIC or BOOM?

What will the Currency Bill do to the Country?

H. PARKER WILLIS, Special Expert for the Banking and Currency Committee, House of Representatives, discusses this bill in the November MAGAZINE OF WALL STREET, just out.

He is perhaps the best qualified man in the country to write on this subject.

Other live articles: Current Financial Opinion; Probable Legislation Affecting Stock Markets; Suggestions to the Small Investor; The Best Kind of a Stock to Buy; The Market Outlook; many other articles and all regular departments.

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Name _____

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N. B. \$1 will bring the magazine to you for four months with November FREE. One helpful idea is worth the \$1. Send it now.

Jasper's Hints to Money-makers

(Continued from page 456)

market conditions, they are even surer than the less desirable issues to advance.

R., Chicago: 1. The Sierra-Pacific Smelting Co. is reported as "dead." 2. I think very little of Nevada M. & S. in view of its record.

Mc. I., Boston: Get a mercantile agency report in reference to the Northwest Townsite Co. It has no connection with Wall St. and no report is available.

Malone Club, N. Y.: It is hardly fair to attack the reputation of a well-established firm without presenting some evidence against it. If you have any, please give me an opportunity to investigate.

K., Santa Fe, N. M.: None of the seventeen cent stocks or anything of that character is included in the investment class. Put your money into something substantial and which real investors find attractive.

W., Pittsburg: Tennessee Copper is in the hands of a few strong men who are not sometimes above manipulating the stock in the market. No intimation regarding the dividends has been given out by them at this writing.

C., Cincinnati: Do not buy on a 10 point margin even if you take investment securities like S. P., U. P., St. Paul, Reading, American Sugar, New York Central and others of that character now on an attractive basis.

M., Cincinnati: Crucible Steel Pfd. is more attractive than the Common. Statements of earnings are not always conclusive and sometimes are used as a basis to advance or depress a stock. Regardless of what others say, it looks to me as if the earnings of our steel companies would show a notable shrinkage under the reduced tariff.

H., Fort Howard, Md.: 1. Can Pfd. at 90 on a 10 point margin is risky in a market as uncertain as this. 2. Prices would undoubtedly advance, for a time at least, if the banking bill were out of the way and railroad conditions more settled. 3. No one can tell when the market has touched bottom, but many believe that the decline has gone as far as precedents will justify.

W., Belair, O.: I cannot understand why investors look with favor upon securities which have no established market value and which, therefore, cannot readily be disposed of in an emergency, when they can buy equally good securities on the stock exchange. The latter will give you a safer opportunity for investment than you will find in the coal, lumber and other securities on your list.

Safeguard, Burlington, Ia.: 1. If Chicago Pneumatic Tool were assured of its 4 per cent. dividends, it would sell higher. 2. St. Paul Com. and Great Northern Pfd. are decidedly better from the investment standpoint. 3. After such a protracted decline, the chances favor a better stock market, especially if a satisfactory banking bill is passed, and if the railroads are permitted to slightly increase their charges.

S., Summitville, N. Y.: Ontario & Western if assured of its 2 per cent. dividends ought to be worth what you paid for it. The New Haven Road paid considerably more per share for control than the stock cost you, and it has more interest in securing dividends on the stock than any one else. For this reason, shrewd investors have believed that the dividends would be continued. I do not believe in exchanging shares of listed securities for stocks in companies that have no regular market.

S. B. B., Falls River, Louisville, and Finance, Cumberland, Md.: It must be conceded that the statements of the U. S. L. & H. Co. have not been as full, complete and satisfactory as the stockholders have a right to expect. All the reports of the earnings given out were encouraging. The stockholders have a right to know the truth. They are partners in the concern. I am endeavoring to get a report. Some of the stockholders have sent me their proxies and I shall endeavor to have them represented at the annual meeting.

C., New York: In these times it is difficult to put a premium on any class of investments. At one time railroad securities were regarded as the best. Then came the attacks on the railways, the demand for governmental control and a heavier burden of taxation. Railway securities naturally declined. After that the industrials were looked upon as the safest money makers, until the trust busting campaign opened. Careful investors are now putting their money into diversified securities, some in railways, some in industrials and public utilities and in the best of the oil and mining companies.

SPECIAL CIRCULARS OF INFORMATION

Tax-exempt, Albany, N. Y.: Six per cent. first mortgage public utility bonds, tax exempt in New York, being highly recommended to their customers by Ashley & Co., 111 Broadway, New York. Write to them for a copy of their "Circular 101."

High Living, Nashville, Tenn.: The 6 per cent. certificates of the Calvert Mortgage Co., 860 Calvert Bldg., Baltimore, are issued in amounts of \$100 and run for two years. They are secured by first mortgages on improved property. Write to the above company for a free copy of its "6 per cent. Book" and note the references it gives.

Interest, Dallas, Texas: Interest is usually paid semi-annually but sometimes quarterly and even monthly. The 6 per cent. first mortgage real estate certificates of the Salt Lake Security & Trust Co., Salt Lake City, Utah, are issued in denominations of \$100 and upward and interest pay-

able monthly, quarterly or semi-annually. Write to the above company for its "Booklet L."

Permanent Investment, Macomb, Ill.: The first consideration for one who seeks a permanent investment should be security. You will not get this unless you deal with responsible firms. They never offer anything but conservative propositions.

A. H. Bickmore & Co., 111 Broadway, New York.

Specialty Invite correspondence from buyers of bonds. Write to them for their "Circular 7 L. W."

\$100 Bonds, Burlington, Vt.: In buying \$100 bonds, the small investor might well diversify his investments. You can get excellent industrial railway and public utility securities. Some of these will net 6 per cent. Kelsey, Brewer & Co.

Bankers, engineers and operators, Mich. Trust Bldg., Grand Rapids, Mich., are specially recommending a \$100, 6 per cent. collateral trust bond. Write to them for particulars.

Standard Oil, Des Moines, Ia.: With \$100 or less

you can begin to invest in the Standard Oil

dividend payers, as many investors have been doing since the government ordered the dissolution of the present company. Write to Standard Oil Co. of America, 40 Exchange Place, New York, for a free copy of the "Standard Oil Blue Book," giving the prices of the shares, dividends and other matters of interest.

Higher Interest, Denver, Colo.: You are correct in stating that some banks in the Far West get as much as 8 per cent. for their money so that 7 per cent. on mortgages is not regarded as exorbitant.

Seven per cent. mortgage loans in Oklahoma can be had at amounts of \$500 and upward. Write to the Aurelia Swaine Co., 1 State Nat. Bank Bldg., Oklahoma City, Okla., for the free booklet giving 7 per cent. mortgage loans.

St. Per Cent. Mortgages, Hartford, Conn.: The 6 per cent. gold mortgages secured by improved real estate in Chicago are in denominations of \$500 and \$1000. They have been recommended to their customers for many years by S. W. Straus & Co., bond bankers, 1 Wall Street, New York.

The properties on which these securities are issued are fully described and illustrated in the "Investor's Magazine" and "Circular No. 2468," copies of which will be sent to you on application to Straus & Co.

Low Prices, New Orleans: A number of standard stocks are selling at attractive prices. They are usually active whenever the markets begin to move and for that reason investors and speculators pick them up whenever the market seems low. I refer to such stocks as Union Pacific, Southern Pacific, Amalgamated, Reading, U. S. Steel Pfd., Pennsylvania and New York Central. Some brokers are especially recommending what they call "time-sold stocks." You can buy any number of shares from one upward. Write to John Muir & Co., specialists in Odd Lots, 74 Broadway, N. Y., for their "List C. 4."

Exchange, St. Louis: A good many conservative investors have been selling stocks and putting the proceeds into the highest class gilt-edged bonds as to be prepared for any possible period of depression. They have also taken advantage of the low prices of some of the best of the bonds. High grade securities are now on a very profitable level. Your preference should be for the more government bonds. No matter if you have only a small amount to invest, it would be wise to diversify your holdings, whether in bonds of \$100, \$500 or \$1000 denomination. Write to Spencer, Trask & Co., Investment Bankers, 43 Exchange Place, New York, for their "Circular 1154," relating to diversified investments.

New York, October 30, 1913. JASPER.

To the Men Higher Up

By EARLE WELBORN

DO the men higher up try as they should to understand and appreciate the man at the bench—the private in the industrial regiments?

I've studied the matter first-hand in some of the world's greatest industries, and I am bound to say I don't believe they do.

And the deeper I go into it, the more I believe that here is the Great Divide separating Capital and Labor, preventing the co-operative work which is so essential to the success of both.

You have your Welfare Work; yes, and it has accomplished much. But the employee who has charge of the Welfare Department of your Works does not represent to the men the real feelings of the firm, nor can he make plain to the men what the owners are striving for, and wherein they are succeeding and wherein they are failing. You, the Boss, alone can do that. And before you can do it you've got to learn that these men who run your machines are men in every way just as you are; and you've got to have the ability to show your men that you're human, too.

In hundreds of factories to-day, officials are in constant session, planning to face the crisis they feel is near. Are you one of these men? Must you reduce costs? Are you facing unfair competition from abroad because of freer trade? Then listen!

Call every man in your shops into a meeting just as quickly as you can prepare your case. And remember you never had so critical an audience. Tell them exactly what you face. Write out in plain figures on a blackboard exactly how much you must save, and where you think it might be saved.

Then appeal to your men frankly for help. Ask them to watch expenses; ask them to think over their work at night and to devise more economical methods for every task.

Don't try to bulldoze, don't threaten—above all, don't exaggerate. But tell the men just as you would tell your Board of Directors. And you'll win!

Of course you must expect opposition and suspicion. It's human nature to suspect the Boss. But if you're sincere the men will soon find it out. And you'll build up an organization that will resist the agitator's every scheme.

Besides, it's the best school for executives you ever tried. You'll discover undeveloped talent in every department—dreamers who have awaited your coming to become practical. And you'll profit by their evolution.

Think it over—then TRY IT!

Smoke Five With Me

Here is the Sweetest smoke that I ever knew, and I've smoked for 40 years.

The tobacco grows in a mountainous district of Cuba. A resident expert—a rare connoisseur—picks it out for me. I have it made up for my private use as a Panatela, the size of this picture. It bears my own monogram band.

The aroma is rare, mild, sweet and exquisite. I have never found anything like it in a ready made cigar.

I have long supplied these cigars to my friends, and the circle of users has grown into thousands. Now it occurs to me that many others would be glad to share this discovery. So I have decided to let some of them do it. Not for profit so much as a hobby.

I will supply a few men who love good Havanas, and who want something exceptional, at close to my cost. I send them by Parcel Post. If you crave big, heavy, strong cigars, these of mine won't please you. But men who enjoy something mild and exquisite can find nothing like these, I think.

Five Cigars Free

If you will send me 10 cents—just to show your sincerity—I will mail you three cigars. Smoke five with me—then order as wanted. The price is \$5 per hundred, \$2.60 for 50—all charges prepaid. Use your letterhead, please, or your business card and write now for the five cigars.

J. ROGERS WARNER
302 Lockwood Building,
Buffalo, N. Y.

WARNER'S
J.R.W.
HABANA



BIG PAY If You Can Do It

That is what employers are saying everywhere. On one side is the trained man, confident because he knows he can fill the position. On the other hand is the untrained man who is "stumped."

Which chair do you wish to hold down—that of the doubtful man, the confident man or the boss? It is just as easy to be the BOSS, and we can prove it beyond a shadow of doubt if you will indicate on the I. C. S. coupon the position in which you wish to be "boss," and mail it today to the I. C. S.

In return you will receive full particulars as to how the I. C. S. can help you advance.

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Explain, without any obligation on my part, how I can qualify for the position before which I mark X.

Civil Service	Engineering
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Elect. Lighting Supl.	Biography & Typewriting
Telephone Expert	Window Trimming
Architect	Show Card Writing
Building Contractor	Commercial Painting
Architectural Draftsman	Advertising
Structural Engineer	Commercial Illustrating
Concrete Construction	Industrial Designing
Mechanical Draftsman	Commercial Law
Automobile Repairing	Automobile Running
Civil Engineer	English Branches
Blueprints	Portuguese
Steel Construction	Teacher
Shipbuilding	Agriculture
Plumbing & Steam Fitting	Spanish
Gas Engines	French
	German

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City _____ State _____

In answering advertisements please mention "Leslie's Weekly."

"Notice the natural taste of **REAL**
mint leaves in **the clean-pure-**
healthful



WRIGLEY'S SPEARMINT

"Notice the '**springiness**' of the gum!
It's made from **REAL** sap of Mexican
fruit trees. There's nothing so pure,
so delicious. My teeth are always
bright, my breath sweet, my appetite
and digestion good. Be **sure** it's

WRIGLEY'S SPEARMINT

and avoid imitations."



Look for the spear

Chew it after every meal

Give regular help to teeth,
breath, digestion, appetite.

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FREE ILLUSTRATED BOOK TELLS OF about 300,000 protected positions in U. S. service. Thousands of vacancies every year. There is a big chance here for you, sure and generous pay, lifetime employment. Just ask for booklet 8-811. No obligation. Earl Hopkins, Washington, D. C.

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PLAYS, VAUDEVILLE SKETCHES, MONOLOGUES, Dialogues, Speakers, Minstrel Material, Jokes, Recitations, Tableaux, Drills, Musical Pieces, Entertainments for all occasions. Make Up Goods, Catalog free. T. S. Denison & Co. Dept. 22, Chicago.

BOOKS

BE AN ARTIST MAKE MONEY DRAWING comic pictures. Let the world's famous cartoonist, Eugene Zimmerman, spill a few ideas into your head. Get the Zim book—it's a chuck full of valuable suggestions. Price \$1.00 postage paid in 3-4 months. Satisfaction guaranteed. Money back if book returns within 10 days. Address Zim Book, Room No. 1149, Brunswick Bldg., New York.

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WANTED IDEAS. INVENTIONS AND ADDRESSES persons wanting patents; Prizes Offered; "Money in Patents." Books free. Randolph & Co., Patent Attorneys, 759 F St., Washington, D. C.

Recent Deaths of Noted Persons

CHARLES TELLIER, inventor of the cold storage system of preserving meat, died at Paris, Oct. 19, aged 86. Tellier sacrificed everything for science and he came near dying in extreme poverty. He was a chevalier of the Legion of Honor.

MISS MARY A. LATHURBY, a well known hymn writer and author of juvenile stories, died at East Orange, N. J., Oct. 20th, aged 52 years.

GENERAL SAMUEL J. CRAWFORD, third Governor of Kansas and famous as an Indian fighter, died at Topeka, Kan., Oct. 31, aged 78.

MRS. C. W. FAIRBANKS, wife of the former vice-president of the United States, died at Indianapolis, Ind., Oct. 24th. She was at one time President General of the D. A. R.

MRS. MARY BRADFORD CROWNINSHIELD, widow of Rear Admiral Crowninshield and a noted writer of travel stories and fiction, died at Melrose, Mass., Oct. 16th, aged 78.

RALPH ROSE, holder of the Olympic and World's records for shot putting, died at San Francisco, Oct. 16th, aged 29.

THEODORE DUBOIS, one of the best-known modern French musical composers died at Rheims, France, Oct. 21st, aged 76.

JUST LUCAS-CHAMPIONNIERE, an eminent surgeon, died at Paris, Oct. 22, aged 70.

SIR GEORGE ORBY WOMERSWELL, the last of the officers who took part in the famous charge of the Light Brigade at Balaklava, in 1854, died in London, Eng., Oct. 17th, aged 81.

HON. EMILY LAWLESS, a well-known writer of novels and verse, died Oct. 22, in London, Eng.

LUDWIG MAX GOLDBERGER, Commercial Privy Counsellor and author of the best-known German book on contemporary American affairs, died at Berlin, Oct. 22, aged 75.

REAR ADMIRAL WASHBURN MAYNARD, U. S. N., retired, died at Newton Centre, Mass., Oct. 24, aged 69. The vessel which he commanded, the gunboat *Nashville*, captured the first Spanish ship taken by our navy in the Spanish-American War.

BEN SHIELDS, the song writer, who wrote "In the Good Old Summer Time" and other popular songs, died Oct. 25, at Massapequa, L. I., aged 45.

CHARLES S. MILLINGTON, Assistant Treasurer of the United States, in New York, died at Herkimer, N. Y., October 25. He was president of the Herkimer National Bank and had served one term in Congress.

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ILLUSTRATED WEEKLY

Over 400,000 Copies the Issue

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SALESMEN MAKING SMALL TOWNS. Whole time or Side-line, should carry our fast selling pocket side-line. Special sales plan allowing return of unsold goods. Makes quick, easy sales. \$4.00 commission on each order. Something entirely new. Write for outfit to-day. Burd Mfg. Co., 212 S. Clark St., Chicago, Ill.

AGENTS—HANDKERCHIEFS, DRESS POUTINGS, and FANCY GROWING conditions intelligently make a combination hard to equal. In the Southeastern States these lines can be conducted on smaller capital and made more profitable than elsewhere in America. Make us prove it. Literature and all services free. M. V. Richards, Land and Industrial Agent, Southern Ry., Room 56, Washington, D. C.

AGENTS—400 SNAPPY HOUSEHOLD SPECIALTIES; profit, \$100 weekly; answer quick to secure territory. American Aluminum Mfg. Co., Dwy. L. W., Lemont, Ill.

REAL ESTATE AND FARM LAND

AN EASY AND PROFITABLE LIVELIHOOD. Poultry and Farm Growing conditions intelligently make a combination hard to equal. In the Southeastern States these lines can be conducted on smaller capital and made more profitable than elsewhere in America. Make us prove it. Literature and all services free. M. V. Richards, Land and Industrial Agent, Southern Ry., Room 56, Washington, D. C.

OLD COINS WANTED

\$4.25 EACH PAID FOR FLYING EAGLE CENTS dated 1856. We pay a cash premium on hundreds of old coins. Send ten cents at once for New Illustrated Coin Value Book 4x7. It may mean your fortune. Clarke & Co., Coin Dealers, Box 39, LeRoy, N. Y.

CORRESPONDENCE SCHOOLS

YOU CAN WRITE A SHORT STORY. BEGINNERS learn thoroughly under our perfect method. We help you sell your stories. Write for particulars. School of Short-Story Writing, 42 Page Bldg., Chicago, Ill.

The International Purity Congress

THERE is nothing provincial about the movement for social and moral reform. Every country that has in it the slightest progressive spirit is awake to its importance. The truly remarkable program arranged for the Seventh International purity Congress to be held at Minneapolis Nov. 7-12, 1913, is evidence of the world-wide grip of the purity propaganda. No more notable congress has ever been convened in the United States for the suppression of the white slave traffic, the annihilation of commercialized vice, and the promotion of social and personal purity. The problems will be treated from every conceivable standpoint by experts from all parts of the world.

It is difficult to keep the consideration of questions of this sort free from emotionalism and extravagance, but the leaders of the World's Purity Federation are not agitators nor sensationalists, but in the main are sane, practical men and women who are trying to keep their feet on the bedrock of fact. Their membership includes some of the foremost scientists, statesmen, clergymen, educators and social workers in the world. One of the speakers who will address the auditorium meeting on the Sunday evening of the conference is Mr. Reginald Wright Kauffman, whose stories and articles in LESLIE's on the social evil aroused interest and enthusiasm in the cause throughout the world. The Sunday of the Congress—Nov. 9th—has been designated as "Purity Sunday" and it is desired that in all our Churches, fraternal bodies, and uplift organizations, appropriate observance be made of the day.

Averting a Meat Famine

DENOUNCING the beef trust because meat prices are high is a popular pastime, but it doesn't get at the real facts nor make any contribution toward securing better conditions in the future. The indisputable fact is that there is a shortage of beef in this country, and unless something is done to increase production it will not be many years until we face an actual meat famine. The American Meat Packers in their eighth annual convention have turned to the small farmer and land owner to save the day. To offset the decreased production of the western ranchers they hold that every small farmer should raise at least two beef steers a year. With its natural advantages of bountiful springs, prevailing shade and good pasture, New England has not been living up to its privileges along this line. The Southern States were urged by the convention to give more attention to the raising of corn, even substituting corn for cotton, in order to stimulate cattle and hog production.

To meet the demand for veal, the slaughter of calves, especially heifer calves, has played havoc with the beef crop. Attention has frequently been called to this but without effect. The public should realize that they can not have beef in abundance, and kill the young calves at the same time. Other countries protect heifer calves and we reached the point years ago when this should have been done. If we ever expect to get relief from present high meat prices, the public must curb its demand for veal and every small farmer must become a beef producer.

Cold Storage Dainties

THE International Refrigeration Congress sat down to a banquet at Chicago in which every article of food had been kept in cold storage for periods ranging from weeks to months. With each article of food there was printed on the menu a complete history, giving date on which it was placed in cold storage, temperature and other treatment until the time it was served on the banquet tables. The fish had been caught in June and July of this year, the turkeys killed last January, the pullets killed in December, 1912, and the butter made in October, 1912. Eleven hundred people gathered from twenty-two countries, enjoyed the cold storage banquet. No fatalities resulted. Those engaged in the cold storage business, and who know most about it, have no fear of eating cold storage products. No one need fear doing so, if only the food is in good condition when put in, and is properly cared for from that time on. The history of every article of food in this unique banquet was guaranteed by experts of the United States Government, and for every one such a guarantee ought to be sufficient.

Good One

From the State Journal, Parkersburg, W. Va.
Holding its own in fine style—Leslie's Weekly.

Leslie's Fifty Years Ago

Illustrations, News Items, and Comment Printed in the Stirring Days of 1863

(Reproduced from *Leslie's Weekly*, November, 1863.)

November, 1863

The trunks of two trees have been cut from the battlefield at Gettysburg for the Massachusetts and Pennsylvania Historical Societies. They will attest fierceness of the conflict there, one of them having 250 bullet holes in the space of 21 feet, and the other having 110 in the same space. Sad reminders they will be of the heroic dead.

It is estimated by reliable authority that before the next Congress assembles 150 to 200 national banks will have been organized in the Northern States.

It would seem from the jubilation the press makes over the consent of Mr. J. J. Astor to rectify a mistake made in the valuation of his property, that honesty among the rich is rather a starrer to the equivocal nerves of the daily centinalers. Our readers will smile to learn that the papers have been publishing the "very" wonderful and important letter to the Tax Commissioners written by John Jacob on the occasion referred to.

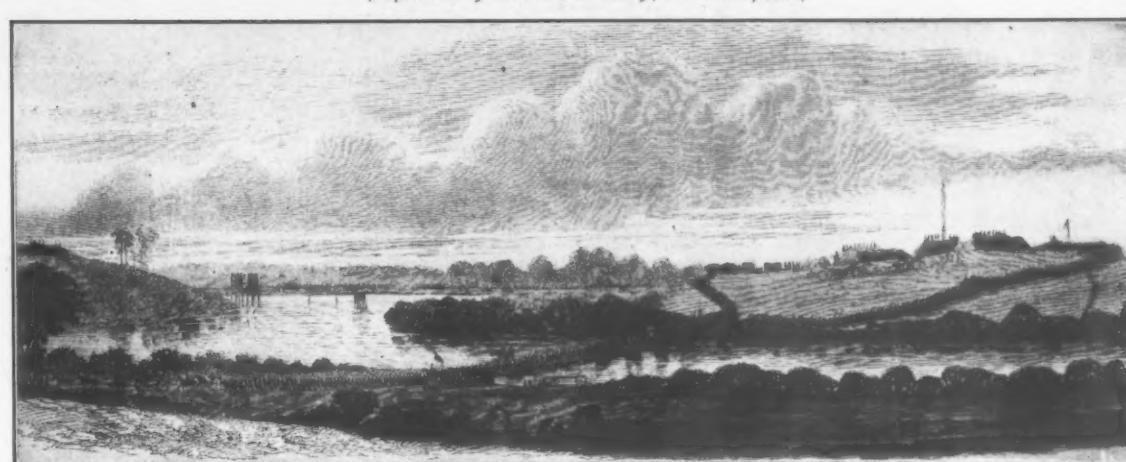
Coal is selling at \$1 a ton in Boston, with prospects of a rise.

The price of passage in the steamers from San Francisco to New York is now \$265, \$185 and \$135.

It is estimated that the mineral wealth of Nevada Territory will be sufficient to pay a national debt of \$20,000,000,000, to give every returning soldier a musket of silver, and to furnish all our iron-clads with a plating of silver thicker than their present covering of iron. At that rate bankruptcy does not seem to be imminent.

A married woman, named Clayton, has been passed to her home in Minnesota, having enlisted two years since in the same Minnesota regiment as her husband, and been considered a good soldier for a year before she was found out. At the Battle of Stone River her husband was killed five paces in front of her, and she herself was wounded in a desperate bayonet charge immediately afterwards. Another female 12 years old who had enlisted from Bucks county, Pa., and served two years as a drummer, and was present at five battles, has also been detected, and will be sent home. She is now ill of typhoid fever, in the Pennsylvania Hospital, Philadelphia.

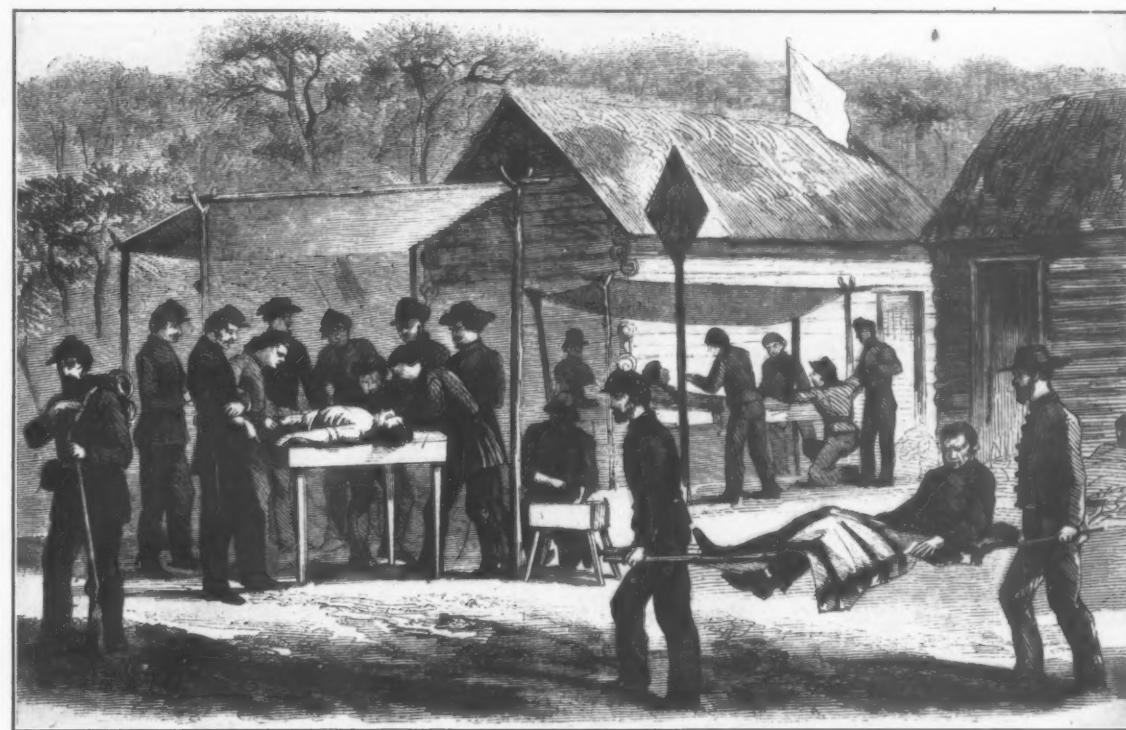
We regret to find in the reports of Major-General Blunt on the Baxter Springs skirmish that James R. O'Neil, whose graphic sketches of actions and operations on Gen. Blunt's movements, have so often enriched our pages, was one of those killed.



GENERAL MEADE RECORSSING THE RAPPAHANNOCK BEFORE LEE'S ADVANCE

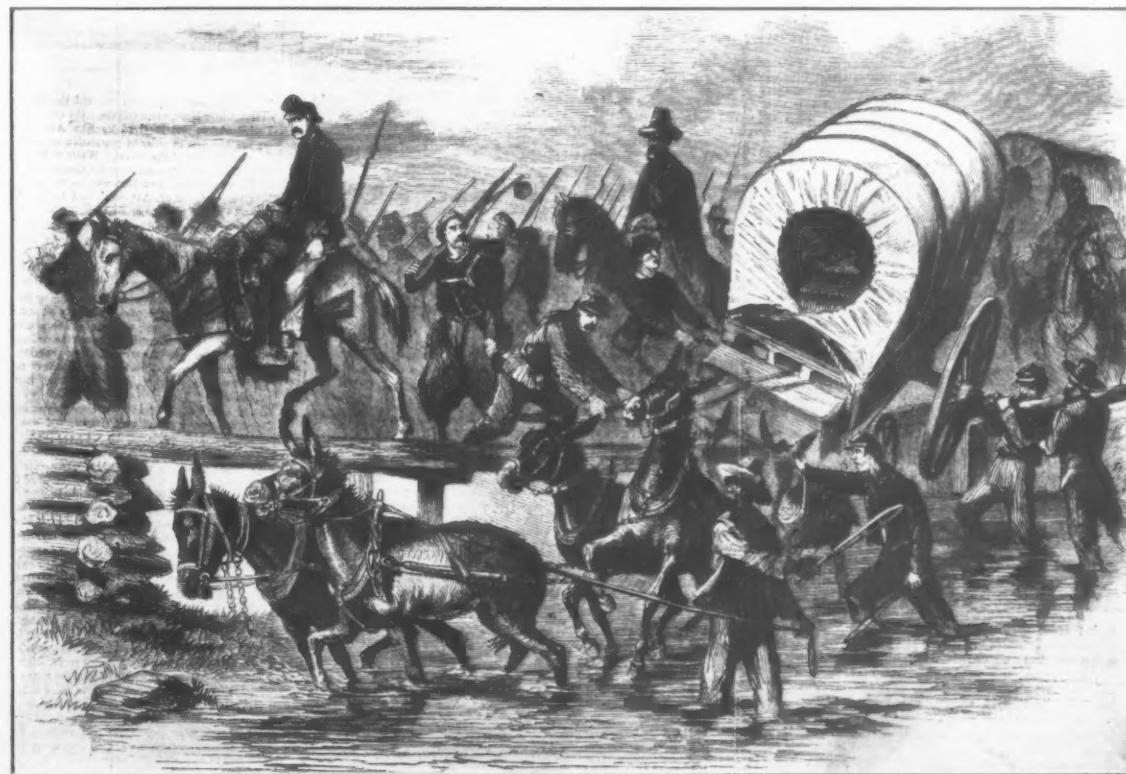
Sketched by Leslie's Special Artist, Edwin Forbes.

Lee, after a severe repulse at Bristow, Va., in October, 1863, where his loss was heavy (three of his Generals having been wounded) endeavored with cavalry to gain Meade's rear, and several minor engagements took place. Meade, realizing that nothing was to be gained, recrossed the Rappahannock and turned his forces northward. LESLIE'S famous artist sketched Meade's two divisions just as they were converging at the river.



A WAR-TIME HOSPITAL

Scene in the improvised hospital after the engagement which took place at Bristow, Va., between the forces of Meade and Lee. The latter lost heavily in killed and wounded, and over seven hundred prisoners were taken by Meade. Lee retreated, leaving his wounded to be cared for by the Union surgeons. The hospitals were often the crudest shacks, or even entirely open as the picture shows, merely being a piece of canvas stretched on poles held by four uprights. The white flag always flew above a hospital. All contending armies respect the hospital flag, and to fire on a hospital is one of the greatest breaches of warfare.



A MISHAP IN A BAD SPOT

LESLIE'S War Artist, Edwin Forbes, had the peculiar knack of seeing, in little side events, the things that would interest LESLIE'S many readers. While the picture above was of an incident that had no weight in the great conflict, it testified to the many trying incidents in the daily life of the soldiers, and its human interest will appeal to every reader.

November, 1863

The returns of the General Land Office show an immense increase in emigration to Colorado, Washington and Oregon.

Eleven ugly men and eleven handsome men recently played a cricket match in England. The handsome men were victorious.

As some of our ingenious readers may like to puzzle their heads over the confederates' secret cypher, we copy the dispatch from Joe Johnston to Pemberton, taken from the coat collar of a scout at Walnut Hills, on the 30th of June 1863, and deciphered by Michel Mason, Waterhouse's Chicago battery:

Nggsv Icp Rcoegp-vmp Amwp ocugeg gd vlg 41 vf kg tcccktgf K ygnj tcjehtmag amw cr vlg gctijkur omkgpr Jmub heur er cnj bgig vghj K tcc a j amw K ygnj fgxbc oa hmtagg clv crvcai lpcvg tgify clv nchr er 6 c'k, gd vlg 9vf gd Lanw Lmuers I nj luml lep emo Lyemg gl-Ogug Lspc vlg 47 vf 3681.

The true alphabet is found by taking, instead of the letter in the cipher, the third above and below it alternately, thus using the letters "ICP."

G N
H O
I C P
D E

The first letter in every word of the cipher is invariably to be reckoned from the second above. The translation then is as follows:

"Lieut-Gen Pemberton-Your message of the 28th is received. I will reinforce you at the earliest moment. Hold fast at all odds till I reach you. I will divide my forces and attack Grant's right and left at 4 a. m. of the 7th of July.

"Joseph Johnston, General Commanding, Jackson, Miss., June 30, 1863."

Thurlow Weed and Mayor Oddyke have recently had a literary duel. Thurlow attacks Mr. Oddyke and his son—the former he calls Ol Shoddy and the young one he calls a skinner, being drafted he does not go to be killed, but sends a substitute. Mayor Oddyke, in replying to this attack, handles Thurlow very roughly, even worse than Horace Greeley did some years ago. In reading all this waste of vituperation the guileless lips break out into "Let dogs delight to bark and bite," etc.

The Africa, Cunard Steamer, struck on a reef, off Cape Race, on the night of Monday, the 12th Oct., in a dense fog, and was so seriously injured that she has put into St. John's, Newfoundland, to repair. Capt. Stone, her commander, was under the idea that he was 15 miles south of Cape Race.



Startling Exclusive Improvements Mark the 1914 Harley-Davidson

Step-Starter—Selective Two-Speed—Double Brake Control—Double Control of Free Wheel—Folding Foot Boards—Full-Floating Seat—and many other important improvements.

THE Harley-Davidson models for 1914 are marked for the innovations they present. Innovations, but not experiments, for every feature, every improvement, every refinement has stood the test of months and months of hard road service, for the makers of the Harley-Davidson never have and never will foist onto the public any so-called improvements in an experimental stage.

Step-Starter Starts Machine With Rider in the Saddle and Both Wheels on the Ground.

The Step-Starter another new and exclusive feature of the Harley-Davidson furnishes the only practical method of starting a motorcycle yet offered to the public.

The Step-Starter is connected with the pedals—a downward push on either pedal spinning the engine sufficiently to start it. This does away with the necessity of putting the machine on the stand to start as the Step-Starter can be used when both wheels are on the ground. If the motor becomes stalled at any time it is no longer necessary to hold up traffic on a crowded street, find a level place in the road, get off in the mud and set the machine on the stand to start it. A simple push on the pedal and the engine again begins to throb.

Selective Type of Two-Speed

The Harley-Davidson selective type of two-speed we believe to be not only the most simple but the most efficient that has been placed on the market. It is located inside the rear hub, thus avoiding dust, dirt or damage. Its speeds are selective and the rider can shift from low to high or high to low or to neutral at any time whether the machine is standing still or in motion. After thousands and thousands of miles of use on experimental models we are absolutely convinced that this is without question the most satisfactory type of two-speed that has ever been built.

Double Brake Control

The brake on the new Harley-Davidsons can be operated either by a foot lever on the right foot board or by back pedaling on either pedal. All models this year are equipped with the new Harley-Davidson band brake.

Double Control of Free Wheel

Free Wheel Control this year can be operated either by foot lever on the left foot board or by a hand lever. The foot lever control is an innovation which does away with all fumbling or feeling for the control lever and permits a much more rapid engaging or dis-engaging of the Free Wheel Control by the rider.

Folding Foot Boards

All models are equipped with folding foot boards. In addition to the foot boards the pedals are retained. The foot boards are unusually long thus permitting a great variety of positions according to the height of the rider. This overcomes the great objection to the ordinary type of foot boards. They were built to fit the ordinary man and consequently the purchaser who was a little taller or a little shorter had to suffer from the uncomfortable position his height forced him to assume.

Ful-Floating Seat

After building tens of thousands of Harley-Davidsons incorporating the Ful-Floating Seat, no possible method of improving same has suggested itself. This seat has proven itself absolutely to be the greatest comfort device ever offered. Floating, as it does, the weight of the rider between two concealed compressed springs it assimilates all the jars and vibrations due to rough roads. It is equally sensitive to the small rut and big bump. It is impossible for it to strike bottom and there is no rebound.

We will be glad to send you descriptive literature giving full details of these and the many other important improvements together with the name of our dealer on request.

HARLEY-DAVIDSON MOTOR COMPANY

Producers of High-grade Motorcycles for over 12 years

338 B Street

MILWAUKEE, WISCONSIN